

# Latitude 38

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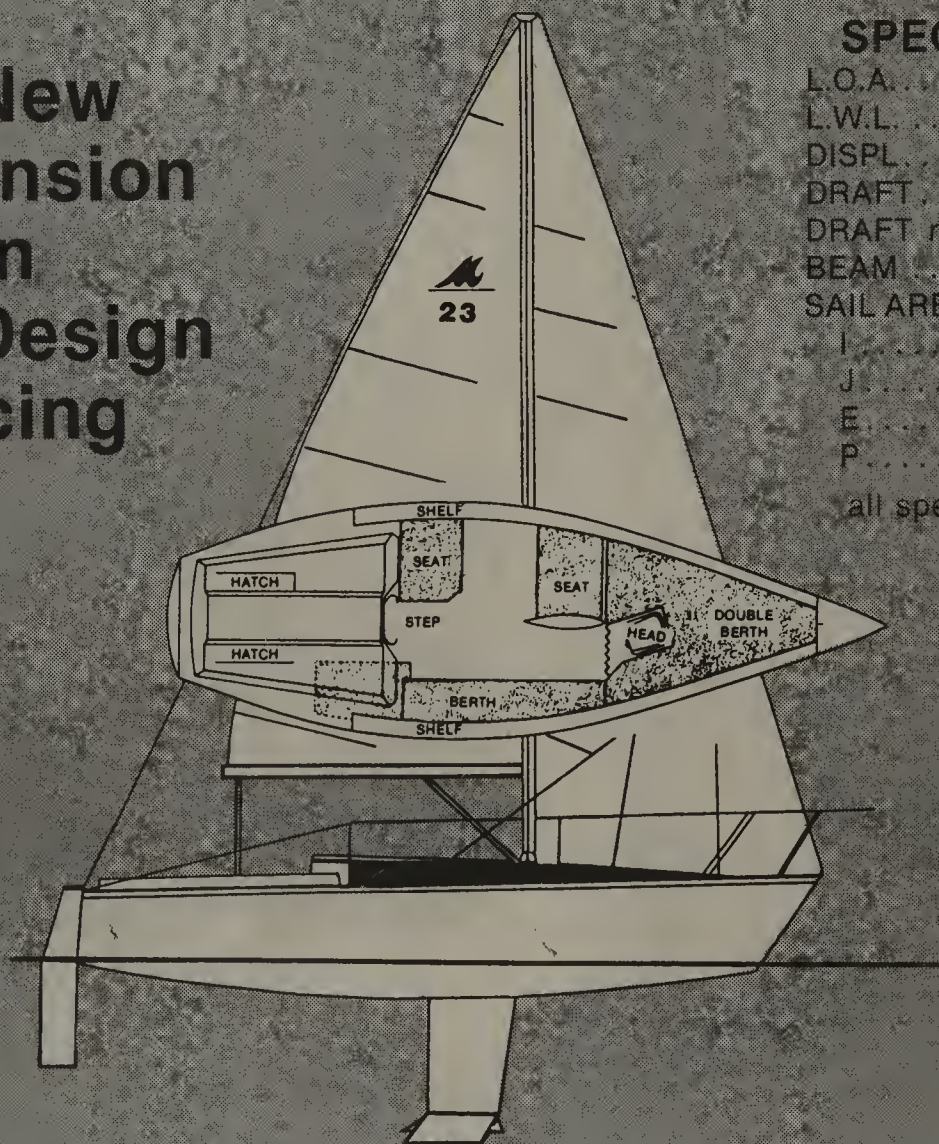
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SAN RAFAEL  
Permit No. 210



# Introducing The **MERIT 23 "SPRINT"**

## At The Cow Palace Boat Show

### A New Dimension in One-Design Racing



#### SPECIFICATIONS

L.O.A.	22'6"
L.W.L.	19'0"
DISPL.	1,700 lbs
DRAFT	4'8"
DRAFT retract. mdl.	2'0"
BEAM	8'2"
SAIL AREA sq ft.	230
I	28'0"
J	8'6"
E	9'7"
P	23'0"

all specs approximate

\*fixed or  
retractable keel  
at no extra charge.

The first planing wing keel design from the drawing boards of Merit Marine. A sailboat engineered to provide more lift going to weather and greater stability for sail carrying speed than any other boat on the market. State of the art resins, gel coats and fiberglass employed for lightness, strength and speed. Merit "SPRINT" is designed from the boards that brought the Merit 25 to three International Championships (including 1984).

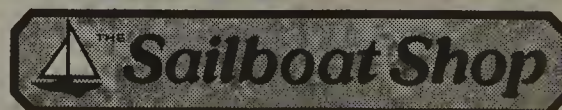
\$12,950 Sailaway Price includes trailer and sails. A racing yacht to make all other boats of its size obsolete and a boat with proven race winning records. Thousands of Merit sailboats are sailing today. Deck hardware is mounted in the same location as the Merit International Champion. Full foam flotation allows the boat to sail with crew aboard even when the interior is opened to the water, thus giving offshore sailing capability and safety. Designed by Paul Yates, winner of the *Yacht Racing Magazine's* Designer of the Year Award.

**A BOAT WHERE THE OPTIONS COME STANDARD.**

See You January 4th to 13th at the Cow Palace

Ask About Our Special 2-for-1 Club Memberships

Charters ★ Lessons  
Club Cruises and Activities



2639 Blanding Avenue  
Alameda, CA 94501

(415) 521-5900



# The Year of the Pineapple

The new year brings us a fresh racing season — and with it a renewed sense of competition and comradery.

We can see to it that you start the season (and each race!) with the best and fastest sails possible, whether you want sails for a new boat or new sails for your present boat.

Come see us at the Moscone Boat Show, where we will be displaying the latest developments in sailmaking technology and can talk about your particular sail requirements. We'll be offering a special Boat Show discount.

Let's start the year off right—with plenty of Pineapple Power!

Myles Ringle



Myles Ringle



Jim & Sue Corenman's  
new Nordic 40 "WILD GOOSE"\*

Bob & Carol Evan's  
new Olson 25 "HONEY'S MONEY"\*

WINTER DISCOUNT NOW IN EFFECT

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda  
West Marine Products in Oakland • Boaters Supply in Redwood City



**SAILMAKERS**  
**(415) 444-4321**

\*Powered by Pineapples

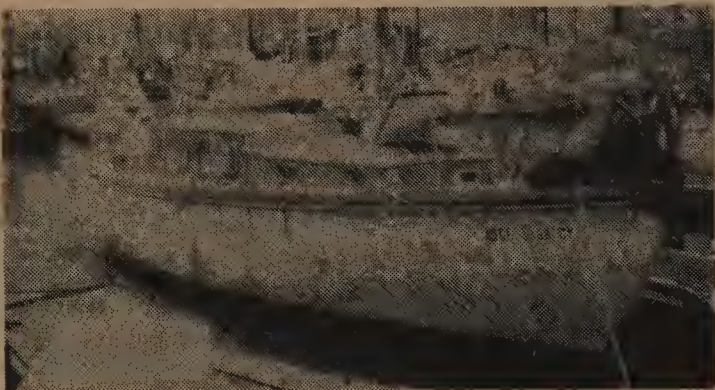
**Richards and van Heeckeren**

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321



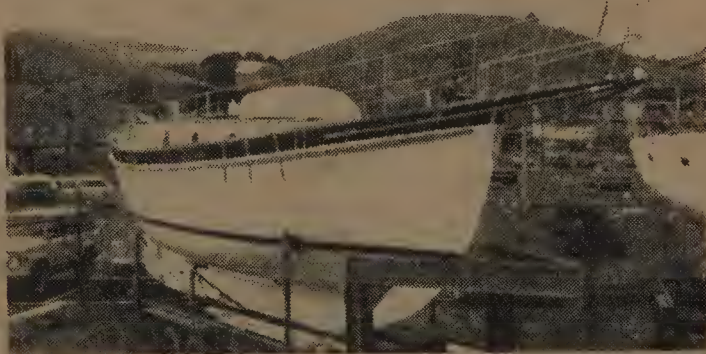


# PASSAGE YACHTS



## CASCADE 29—1978

Surveyor's remarks: "This is a fine Cascade 29 that has had excellent care. Good heavy construction." Handsome wood cabin top protected by a full boat cover. Fiberglass hull. 1978 Yanmar 2 cylinder diesel. Lectrasan head. 3 anchors. RDE Dinghy. **\$22,500**



## DREADNOUGHT 32 KETCH—NEW

This seaworthy yacht is a replica of the famed Tahiti ketch "Adios". She comes equipped with four tanbark sails, a Saab diesel engine, and diesel stove. She is beautifully finished in solid oak and teak plus parquet cabin sole. **\$79,000**



## BB-10 —1982

This handsome family racer has established an outstanding record in Danish waters plus Atlantic crossings. Sound, seaworthy, and handsome, she will burn up the race course or provide delightful day-sailings. Loran, auto-pilot, and teak decks. **\$45,000**

## SELECT BROKERAGE

* 23' RANGER 23, 1972, Epoxy undercoat, clean .....	11,500
* 24' COLUMBIA CHALLENGER, 1965, New sails .....	6,500
24' CAL 2-24, 1969, Good starter boat, heavy rigging ..	7,500
25' CAL 25, 1974, Well equipped, new sails .....	12,900
25' MERIT, 1979, New L.P.U., 14 sails .....	16,900
26' INT'L FOLKBOAT, 1978, Wndvn, RDE, Spinn. Dodgr	23,000
26' BALBOA 26, 1969, Roomy family boat .....	11,000
* 26' PEARSON 26, 1975, Two, From .....	13,500
26' CONTESSA, 1983, Full keel cruiser, sacrifice .....	30,000
27' ALVIN VEGA, 1974, Swedish full keel cruiser .....	18,500
27' SANTANA 27, 1971, Diesel, spinnaker .....	18,000
* 27' ERICSON, 1976, THREE, FROM .....	21,900
27' CAL T/2, 1973, Fast, sweet sailer .....	15,500
* 27' CATALINA, 1973, TWO, FROM .....	15,200
27' O'DAY, 1976, Nice starter boat .....	22,500
27' COLUMBIA 8.3, 1978 .....	26,000
27' CAL 2-27, 1976, Popular one-design class .....	23,000
* 28' PEARSON 28, 1977, Exc. condition, nice equipped	31,500
28' NEWPORT 28, 1978, Diesel .....	26,500
28' O'DAY, 1979, Wheel steering, Diesel .....	32,000
28' ERICSON 28+, 1980, Diesel, wheel .....	38,950
* 28' HERRESHOFF 28, 1950 Ketch, Very nice, unmodified	17,000
* 28' CAL, 1967, Inboard, good value .....	14,900
* 29' FARALLON 29, 1975, Full keel cruiser, TWO FROM	39,500
30' ALBERG ODYSSEY YAWL, 1969, Gd Cruiser Clean	38,950
* 30' SANTANA 30, 1976, Diesel, dodger, loran, new LPU	33,000
* 30' PEARSON 30, 1973, Very clean .....	28,500
* 30' ERICSON 30+, 1981, Spacious. REDUCED .....	45,900
30' YANKEE 30, 1976, Diesel, new LPU .....	29,700
30' ISLANDER 30, 1973, Dinette model .....	28,900
30' FISHER 30, 1973, Pilothouse Ketch, Bristol .....	56,000
30' NEWPORT 30, 1979, Volvo Diesel .....	35,000
32' COLUMBIA 9.6, 1976, Allen Payne design .....	39,500
* 32' ISLANDER 32, 1977, TWO, FROM .....	49,500
32' DeFEVER 32, 1963, Compl. restored wood beauty .	32,000
* 33' YAMAHA 33, 1979, as new, stiff bay sailer RED. .	46,000
* 33' TARTAN 10, 1979, race equip. well kept REDUCED	27,500
* 33' WYLIE 33, 1979, Custom cold molded .....	75,000
34' WYLIE 34, 1980, race equipped, Loran C .....	59,000
35' ERICSON 35, 1975, THREE, FROM .....	44,900
* 35' CHEOY LEE LION, 1957, Exc. survey, classic .....	30,000
36' ISLANDER 36, 1974, THREE, FROM .....	55,000
36' PEARSON, 1973, ocean ready, life raft .....	61,000
36' COLUMBIA 36, 1968, Rebuilt engine .....	37,500
36' MARINER POLARIS, 1973, Perry designed cutter .	78,000
36' ISLANDER FREEPORT, 1979, U-shaped galley ....	90,000
37' TARTAN 37, 1982, Loran, single side band, bristol .	95,000
* 37' PEARSON 37, 1982, Rod rig, loran, beautiful .....	84,000
37' GULFSTAR 37, 1979, TWO, FROM .....	80,000
37' ISLAND TRADER KETCH, 1977, .....	63,000
37' ALBERG 37, 1972, Loran, windvane, regrigeration .	65,000
37' ENDEAVOR 37, 1979, Cutter, spac. liveaboard ....	79,000
38' C&C LANDFALL, 1979, hood seafurl, combi, reduced	88,950
38' MORGAN 38, 1978, Loran C, AMS autopilot, clean	88,000
38' FARALLONE CLIPPER, 1960, Great cond., diesel ..	40,000
* 39' CAL 39, 1971, TWO, FROM .....	67,500
40' KETTENBERG, 1961, wood, South Pacific veteran .	45,000
* 41' MORGAN OUT ISLAND, 1974, THREE, FROM ....	74,500
41' CT 41 KETCH, 1975, TWO, FROM .....	63,000
42' GARDEN KETCH, 1975, Wood .....	130,000
* 42' GOLDEN WAVE, 1981, Lk new, SATNAV, Autohelm	124,000
43' ENDEAVOR, 1979, center cockpit ketch .....	149,000
45' EXPLORER, 1979, Center cockpit ketch .....	114,500
46' MORGAN KETCH, 1979, cruise equip. ....	172,500
50' GULFSTAR KETCH, 1977, So. Pac. veteran .....	185,000
52' CHEOY LEE MOTOR SAILER, 1980, Sausalito berth, ONAN .....	250,000

Jack Wolda, Broker

\*Located at Brickyard Cove

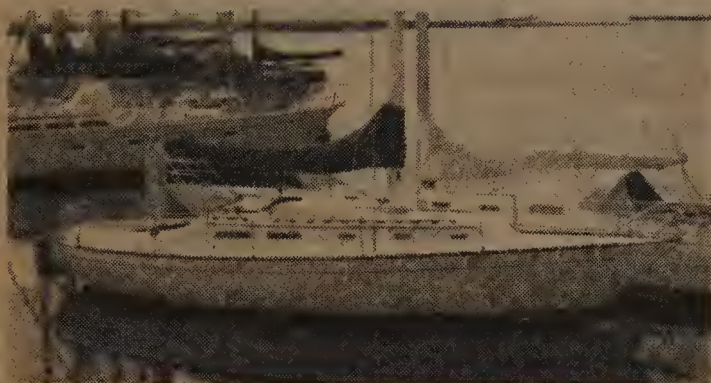
**NEW LISTINGS INVITED**

# 1220 BRICKYARD COVE ROAD



# FEATURED BROKERAGE

## FROM YOUR PERFORMANCE CRUISING CENTER



**1975 ISLANDER 36**

This very popular Bay Area one design yacht is well equipped with VHF, AWI, windspeed, depthsounder, knotmeter, RPF, and shore power. Anxious owner has just reduced to **\$53,000**



**56' CUSTOM STEEL KETCH—1979**

Australian built to provide strength and ease of handling for husband and wife in safety and comfort. Successful 5 year cruise. All amenities with thoughtful, proper execution. SATNAV. Vane. A/P. ONAN. Freezer. Washing machine. Outstanding condition.

**\$195,000**



**WESTSAIL 32—1977**

This well built, proven world cruiser has just been repossessed. Volvo Penta diesel, Roller Furling jib, factory finished interior. New varnish. **\$55,000**



**FUJI 32 SLOOP—1976**

Spic and span bluewater quality cruiser equipped with diesel, Loran C, hot & cold water, shower, cabin heater, windlass, Avon, dodger, and four sails. Satin teak interior makes for a desirable liveaboard. Ready for distant shores. **\$45,900**



**ERICSON 27—1978**

Out of state owner says **SELL** this very clean, popular, one design class boat. Upgraded 110 volt shorepower system and battery charger. Main plus two jibs. Excellent opportunity to purchase a little used boat. **Reduced to \$21,900**



**VANGUARD 32—1963**

This traditional design by Alberg has proven suitable for offshore cruising or Bay. Original owner. Major engine work in 1979 with low time since. Five sails. New varnish. Monel tanks.

**Reduced to \$29,900**

**PT. RICHMOND 415/236-2633**



# A New Year! A New Boat? Why Not The Best?

**PASSPORT** The world's finest performance cruising yachts from 37 to 51 feet. Ask any owner what they love about their PASSPORT and the answer is "everything."

**BENETEAU** 100 years of boatbuilding excellence. Twenty models from 24' to 50' catering to the needs of the serious cruiser, racer or family sailor. Current exchange rates make the BENETEAU an excellent investment opportunity.

**PASSAGE YACHTS** Dedicated to helping you find your perfect yacht, new or used, and enjoying the process. At PASSAGE YACHTS our reputation for service and customer satisfaction is the cornerstone of our business.



**PASSPORT** 37 • 40\* • 42\* • 42 Pilothouse\* • 47 Center and Aft Cockpit\* •  
• 51 Center and Aft Cockpit •

**BENETEAU** 29\*, 305, 325\*, 38\*, 42\*, 435, 456, 8.8, 11.5, 13.5, FIRST CLASS 8, 10\*

\*On Display

 **PASSAGE YACHTS**

1220 BRICKYARD COVE ROAD  
POINT RICHMOND, CALIFORNIA 94801

(415) 236-2633



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PHOTOS: LATITUDE 38/RICHARD  
Jeneric January J-Boat Jover  
Graphic Design: K. Bengtsson  
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• B • I • R • T • H •  
ANNOUNCEMENT



Name: *Passport 37*  
Length: 37'  
Weight: 17,360 lbs.  
Beam: 11' 10.5"  
Ballast: 6,250 lbs.

**GUARANTEE YOUR DELIVERY OF  
THE NEWEST ADDITION TO THE  
PASSPORT FAMILY FOR \$95,000.**

Designed by Robert Perry for fans of the PASSPORT 40, but with something smaller in mind. The same great PASSPORT 40 styling, quality and performance at a very special low introductory price. The price is guaranteed on the first three PASSPORT 37's ordered. Don't miss the boat! Stop by for your preliminary prospectus.

**PASSAGE YACHTS**  
**POINT RICHMOND (415) 236-2633**

**1220 BRICKYARD COVE ROAD**



# THE NEW MARINA AT PIER 39 IS NOW OPEN



## PROTECT YOURSELF

From Annual Rate Increases.  
Slip Ownership — 36-ft to 70-ft  
Rentals Also Available — 36-ft to 90-ft

STOP BY OR GIVE US A CALL:

**GEORGE P. HAGERMAN**

**Harbormaster**

**(415) 981-1796**

Pier 39 Limited Partnership, P.O. Box 3730, San Francisco, CA 94119



**KING'S** Breakthrough In Small VHF Marine Radios. Only 8 1/4"x6"x3 3/4" high. Receives 90 channels, scans up to 32. Watertight keyboard. Terrific value.  
List: \$499. **Sale Only \$274.00**

**KING's** Loran C. Compact, easy to operate, 4 line display, 99 waypoints with permanent memory, course to steer, cross track, distance to go, alarm. Powerful w/6 notch filters (4 automatic).  
List: \$1290. **Sale Only \$835.00**  
Antenna ... \$15.00

### DISTANCE LOGS WASP

Towed taffrail log w/speed indicator, 10 or 20 kts. with 2 lines, 2 sinkers, 2 rotors, in wooden box.  
**Only \$182.50**

### WASP

Coastal modl w/1 rotor in carton.  
**Only \$134.50**

### WALKER

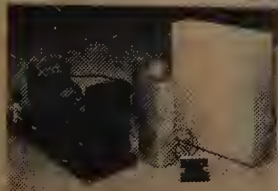
Model KDO outrigger taffrail log w/2 rotors in wooden box.  
**Only \$279.00**

### Economy Model

Same as KDO but "sling pattern" w/1 rotor, in carton.  
**Only \$195.00**

### WALKER EXCELSIOR

The taffrail log for larger and faster boats. 1 rotor, wooden box.  
**Only \$323.00**



### ARCTIC-KOLD Refrigeration

12 V DC. Vertical or horiz. mounting up to 15 ft from box. Refrigerates up to 10 cu ft.  
List: \$750.00 **Only \$455.00**



### New TAMAYA NC-88

The ultimate navigation calculator. Unique dialog system guides the beginner even through multiple sight reductions. No plotting required.  
**Sale Price Only \$450.00**

### TAMAYA NC-77 Calculator

W/24 'programs for navigation. Nautical Almanac built-in. No sight reduction tables required.  
**Only \$235.00**

### RADAR DETECTOR by TAMAYA

Receives 360° but can also be used to find direction, low power drain internal battery.  
**Only \$85.00**

### COMBI WATCHMAN RADAR DETECTOR

12 volt operation.  
List \$349. **SALE only \$231.00**

### COMBI LOCATOR RADIO DIRECTION FINDER

built-in compass, digital frequency indicator. Easy to use, very accurate.  
List \$695. **SALE only \$465.00**



**ICOM M-2**  
3 1/2 Watt, all U.S.  
plus Intern. channels.  
**Only \$280.00**

### ICOM M-5

5 1/2 Watt, all channel, 10 memory scanning, keyboard entry, LCD display.  
**Only \$350.00**

### RAY JEFF Mod. 878

3 Watt, 78 channel plus 4 weather.  
**Only \$205.00**

### WATERTIGHT BAGS

for Hand-Held VHF's, operate in bag, even when wet.  
**Only \$19.95**



### MARINE BINOCULARS

TAMAYA 7x50 w/case \$255.  
FUJINON 7x50 MTR w/o case \$245.  
FUJINON 7x50 MTRC w/compass \$235.  
STEINER 7x50 light weight \$235.



### SEXTANTS

### TAMAYA

VENUS  
SALE \$433.00  
JUPITER  
SALE: \$510.00  
SPICA  
SALE: \$658.00

### CASSENS & PLATH

The ultimate brass sextant,  
FULVEW, 4x Scope. **\$810.00**

**FREIBERGER** Yacht (3/4 size) Sextant  
2.4x scope. **Special only \$295.00**

**FREIBERGER DRUM** (Full Size) Sextant  
4x scope. **Special only \$359.00**



**OPTI  
Compass**  
**Only \$75.00**

Unbeatable prices on many other items such as Short Wave Receivers, all brands Sextants, Ship's Clocks & Chronometers, Barometers & Barographs, Knotmeters, Windspeed & Direction Indicators, Hand Bearing Compasses, Single Side Band Radios. Repair service on most items. Visa/MasterCard, Phone Orders Welcome. Prices Quoted Good Thru January 1985 or Stock On Hand.

### CHRIS BOCK INSTRUMENTS

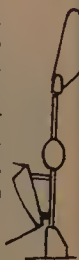
13011 W. Washington Blvd., Los Angeles, CA 90066  
(near Marina del Rey) (213) 823-2322

### WIND VANE STEERERS

**SIRIUS** self-steering gear, developed & tested by ocean sailors over the last several years. Very rugged, powerful servo pendulum. Will fit boats from 27' to 60' length. Easily installed, simple operation. The gear for the person who demands the best! Available in different sizes. Standard model, reg. \$1620  
**INTRODUCTORY SALE only \$1296**  
High Turret Model — \$1354



**LEVANTER** auxiliary rudder self-steering gear, for vessels w/hydraulic steering or for cntr ckt yachts (where long runs of the steering lines is impractical). Rudder: high lift section with a low drag coefficient. Emergency Tiller provided as back-up for the main steering. Most standard push-rod autopilots can be connected for low consumption compass steering.



Mod AS350 (35-37 ft) Reg \$1765  
**INTRODUCTORY SALE only \$1586**  
Mod AS450 (47-52 ft) Reg \$1990  
**INTRODUCTORY SALE only \$1778**

**ARIES** Servo-pendulum wind vane self-steering gear. Thousands in use!  
Standard model, reduced to only \$1095  
Lift-up model, reduced to only \$1195

**OFF COURSE ALARM** A MUST for singlehanded sailing as well as keeping the crew alert.  
**INTRODUCTORY only \$149.00**

### AUTOHELM Auto Pilots

Model 1000 list \$595. Sale \$359.00  
Model 2000 list 995. Sale \$590.00  
Model 3000 list 1095. Sale \$599.50  
Model 5000 list 2490. Sale \$1660.00

### TILLER PILOT 1500

List \$495.00 **Sale \$345.00**



### WEATHER CHART RECORDER

10-inch aluminized paper \$1625. Same but with built-in digital Receiver \$2396. This is an exceptional buy, for a limited time only.

### ICOM R71A,

Ideal all band short wave receiver w/32 memory channels, superior reception. Also for Weatherfax. 110V AC and 12V DC.  
**Only \$799.00**

### ICOM M-700,

150 Watt SSB Transceiver. Covers all channels! Also suited for Weatherfax reception.  
**Only \$1495.00**



# FREE

Yourselves from some of the perils of owning a boat. The MARINE MONITOR © 1984 will continuously monitor unauthorized entry, smoke detection, high bilge level, low battery level, engine oil pressure and engine water temp at sea or at the dock. This reasonably priced, quality marine component system is a small price to pay for a big peace of mind.



## FEATURES:

- Top of the line sensing units
- Self-contained power
- Military specifications waterproof gold contact switches.
- Continuous monitoring at sea or dock.
- No draw in standby mode.
- Quickly interfaces with emergency phone dialer.
- Easily installed, single, twin and auxiliary engine application
- Built-in U.S.A. and guaranteed for 1 full year.

Available soon at finer chandleries.

**Dealer Inquiries Invited**

*Suggested retail price:*

*\$590 double engine    \$490 single engine*

**MARINE ALERT, INC. 20 Galli Drive, #16, Ignacio, CA  
(415) 382-9336**

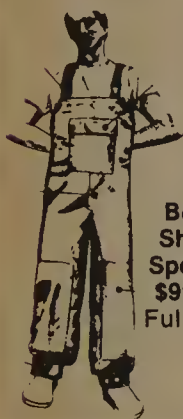


# Boaters Supply

# January Sale

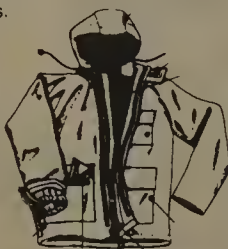


## HIGH SEAS® FOUL WEATHER GEAR



We guarantee this is the best value you will find on the water. Heavy nylon twill fabric is coated with DuPont Neoprene® plus thermal taped seams for maximum waterproofing & durability. Yachting Yellow in XS to XL sizes.

**Boat Show Special**  
**\$99.00**  
Full suit



## High Seas® Deck Boots

Popular 16" blue & yellow boot with nylon drawstring cuff features new "razor cut" non-skid sole.  
List \$37.50 Sale \$24.95



## MARINETICS CORPORATION

### Marinetics Electrical Panels

We stock the complete line from the leaders in marine electrical systems. This month we are featuring two of the most popular panels.

#### Model 635 A-C load center

Provides 120 vac 30 amp double pole main breaker with 5 branch circuit breaker switches and polarity tester.  
635A/2

List \$133.60 Sale \$119.00



#### Model 605 DC Control Panel

Provides 6 circuit breaker switches for use as a 12VDC load distribution center or to expand an existing system.

List \$102.40 Sale \$89.00



## See us at the



**San Francisco Sports & Boat Show**  
**Cow Palace**  
**Jan 4-13**

### VOLUME DISCOUNT PLAN

Boaters Supply will save you money on your boat show shopping list. Stop by our booth or see one of our store managers for details.

## HEATER HEADQUARTERS

WE HAVE THE BEST SELECTION AND PRICES IN THE BAY AREA!



**COZY CABIN HEATER**

**NEW PROPANE MODEL**



This simple & reliable stainless steel, brass & bronze heater is now available in propane. Thermo-couple assures 100% flame failure shut-off. 12,000 b.t.u. output.

#### MODEL FT 100PR

List: \$285.00

**Boaters \$259**

#### MODEL FT 100D Diesel/Kerosene

List: \$245.00

**Sale \$199**

## Now We're Cooking!

This convenient & safe propane stove system has new safety features & we're selling it for less than we did in '83! This system includes the all new Hillerange #3122 s/s 3 burner gimball-ed range w/oven, aluminum 10 lb, 2 1/2 gal vertical or horizontal LPG tank, 5-piece LPG regulator w/gauge & Marinetics 580/581 LPG solenoid shut-off valve w/remote control panel.



System list value:  
\$943.50

**Boaters Special:**  
**\$789.00**

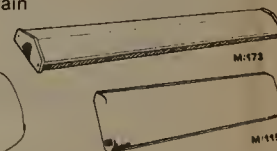
prices reduced!

### Thin-Lite

#### FLOURESCENT LIGHT

These marine lights feature all-aluminum housings, non-yellowing acrylic lenses & radio suppression circuitry. Minimal Current Drain

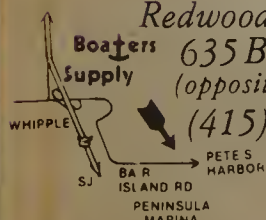
**33 1/3 OFF**



Mod	Dimensions	Watts	Type	List	SALE
109c	9 1/2" dia x 1 1/2"	22	round	39.20	<b>25.95</b>
115	4 x 18 x 1 3/8"	15	single	33.90	<b>22.00</b>
173	2 3/8 x 27 x 1 1/8"	13	single	37.00	<b>24.79</b>
116	5 1/2 x 18 x 1 3/8"	30	dual	44.20	<b>\$29.59</b>

### Redwood City

**Boaters Supply**  
635 Bair Isl. Rd.  
(opposite Peninsula Marina)  
(415) 365-7874



## Now—Two Convenient Locations

Open 7 Days A Week

Mon - Fri 9 - 5

Sat 9-5

Sun 10-4

Thurs eve. till 8.

PRICES GOOD THRU 1/31/85  
CLOSED NEW YEAR'S DAY

### Emeryville

1290 Powell St.  
(entrance on Beaudry St.)  
(415) 654-7572







### RAWSON 30

We have placed several of these tough cruiser lately, and this is the cleanest one yet. 6'2" headroom in a hard rock hull. \$26,500.



### YAMAHA 25

Sleek little bullet with new Norths & Pineapples. Owner has an eye on the big boat and is motivated. Meaning investigate this one soon at \$19,500.



### FREEDOM 33

A 1980 member of the Freedom revolutionary brigade, this cat ketch is no longer in production. Features currently not available in the Freedom line include swing keel. \$98,500.



### TRAVELLER 32

Enter her in a beauty contest anytime. Unabashed bragging rights, standard equipment. Most of the sensible options are here, too. Terms possible at \$59,500.



### COLUMBIA DEFENDER 29

We've been saying this is a lot of fine boat if only a little plain looking. But we took her picture and said hey, wait a minute, maybe we ought to raise the price. \$19,500.



### McGLASSON BAHAMA 25

Full keel, trailer, completely cruise equipped. Even to see is not quickly to believe this custom interior. New baby blue LPU. \$23,000.



### PEARSON 365

Ash and Mahogany interior, propane, Universal diesel. A dissolving partnership makes this one available. \$89,950.



### ISLANDER 32

We have three. The one pictured is a veritable floating catalog of equipment. \$54,900.

## Select Brokerage

20' Ranger w/trlr.....	\$11,000	30' Fisher.....	56,000	36' Islander.....	55,000
20' Santana.....	Offers	30' Islander Gypsy.....	60,000	36' Freeport Islander...	107,000
21' Norwest.....	12,900	30' Columbia.....	31,250	36' Cape Dory.....	105,000
21' Wilderness.....	15,500	30' Odyssey.....	25,000	36' Pearson 365.....	89,950
24' Gladiator.....	8,000	30' Rawson.....	26,500	36' Union.....	76,000
25' McGlasson	23,500	30' Hunter.....	31,500	37' Angelman.....	63,000
Bahama custom....		31' Mariah, anxious....	61,500	37' Endeavour.....	79,000
25' Pacific Seacraft....	22,000	32' Westsail, anxious...	55,000	38' C&C.....	97,000
25' Buccaneer.....	13,500	32' Southwind.....	49,950	38' Hans Christian..frm	105,000
25' Yamaha.....	19,950	32' DeFever.....	32,000	39' Hans Christian p.h...	149,000
26' Columbia MKII.....	11,500	32' Islander.....3 frm	54,000	40' Challenger.....	83,000
26' Excalibur.....	7,950	32' Ericson.....	32,950	41' Freeport Islander...	139,000
26' Pearson.....2 frm	10,500	33' Yamaha.....	51,000	42' Westsail.....	90,000
27' Sun sloop.....	27,900	33' I.O.D.....	22,500	42' U.S.....	98,500
27' Nor Sea.....	37,900	33' Moore.....	27,900	42' Williams cutter....	79,900
27' Fin Gal.....	15,500	33' Buccaneer.....	39,500	43' Hans Christian....	125,000
27' U.S.....	29,500	33' Tartan.....	85,000	44' LaFitte	195,000
27' Morgan.....	22,500	33' Norwest.....	64,000	drastically reduced..	
28' Islander.....2 frm	39,500	34' Cal.....	55,950	46' Garden ketch.....	125,000
28' H-28.....	17,000	34' Garden.....	41,300	48' Alden ketch.....	168,000
28' Cape Dory.....	35,900	34' Wylie.....	59,000	48' Mapleleaf, reduced..	195,000
28' Columbia.....	17,500	34' O'Day.....	59,950	50' Gulfstar.....	190,000
28' San Juan.....	24,950	34' Hans Christian....	79,950	<b>NEW LISTINGS</b>	
29' Bristol.....	54,900	34' Peterson.....	69,950	20' Flicka.....	21,500
29' Columbia.....	19,500	35' U.S. M.S.....	85,950	29' Farallone.....	38,500
30' Wilderness.....	Offers	35' Coronado.....	45,000	40' Seawolf.....	85,000
30' O'Day.....	47,000	36' Cheoy Lee Clipper..	64,500		

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## THE FREEDOM 21

The junior ambassador of the Freedom fleet will be enlisting members in her new 21 CLUB. All the revolutionary innovations that make her bigger sisters so quick, safe and easy, boil down to pure, condensed sailing fun in the Freedom 21.

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## THE ELITE 32

The sportscar in our stable. Built in France with the European flair for putting the "leather glove" interior in a race proven chassis.

## THE VINDO 34

Classic lines, rich teak and mahogany beauty. Every detail of this yacht is founded in solid yacht building tradition, perfectly executed by Swedish craftsmen.

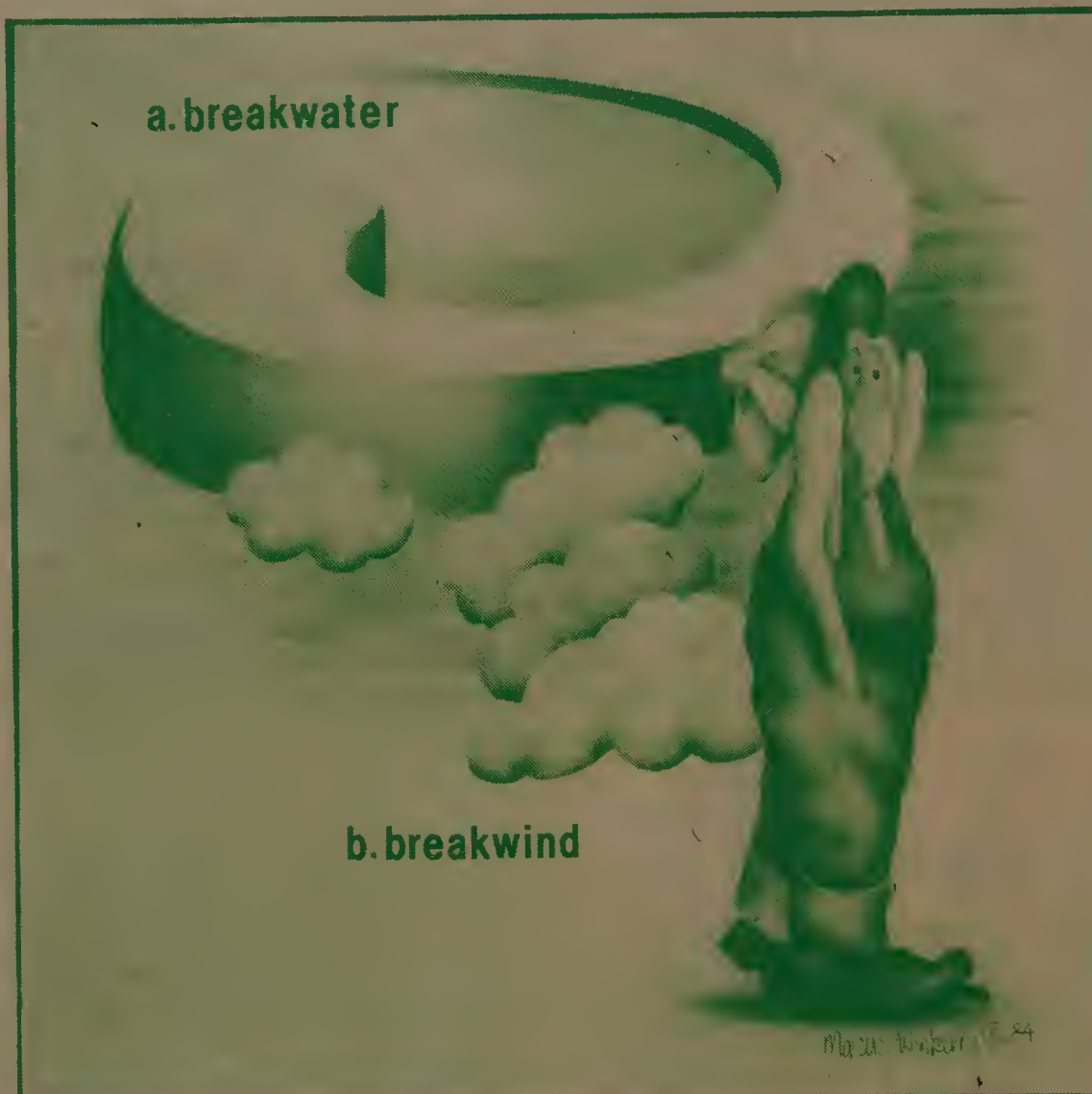


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Harken Jib Reefing and Furling Systems are the ultimate headsail-handling systems. They incorporate innovative design features, quality materials, and state-of-the-art manufacturing techniques that no other systems can match. Compare these features point for point with any other units and you'll see that the Harken system is clearly the best: Simple to assemble; Easy to ship; Accepts many wire and rod terminals; Built-in turnbuckle; Superb reefing, not just furling; Converts quickly for racing; Makes sail changes easy; Fits over headstay; Low maintenance bearings; Worldwide service; Finest materials and construction; Five year warranty.

**Easy to Assemble** - Designed for owner installation with simple hand tools.

**Easy to Ship** - The seven foot foil sections remain disassembled for shipping ease while the headstay is completely assembled and swaged on both ends.

**Adaptable to Swage, Rod, Norseman or Sta-Lok Fittings** - This unparalleled versatility allows you to choose the type of rigging and terminals you prefer.

**Easy Length Adjustment** - A built in turnbuckle makes installation easier, corrects for minor measurement errors, compensates for wire stretch and allows mast rake to be adjusted.

**Slips Over Your Headstay** - The aft facing, double grooved foils ride over your present headstay, which saves you money.

**Superb Reefing—Not Just Furling** - It uses a double independent swivel system so the head and tack of the sail are attached to separate swivels. As you start to reef, the center of the sail starts furling first which reduces the draft. Makes furling easier and neater.

# HARKEN JIB REEFING & FURLING SYSTEMS



SEE AT THE  
INTERNATIONAL  
BOATSHOW  
MOSCONE CENTER  
DEC. 28 thru JAN. 5  
BOOTH 528

## 15% BOAT




**Unique Drum Lock System** - Allows you to positively secure your unit in a reefed or furled position.

**Easy Racing Conversion** - Loosen a few screws and the drum and basket slip off of the stay and the halyard swivel drops below the feeder. You're left with a clean, double-groove luff system.

**Change and Shape Sails Easily** - Each unit is provided with a built in prefeeder and feeder to make sail changes a snap. Sails are raised with your existing halyards so you can shape your genoa by tensioning the halyard.

**Free Rolling, Low Maintenance Bearings** - Duratron plastic ball bearings in stacked races distribute radial and thrust loads, allowing the system to rotate with exceptional ease.



## **FEATURE FOR FEATURE NO OTHER SYSTEM CAN COMPARE**

BAY RIGGERS 332-5757

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# **SHOW DISCOUNT**



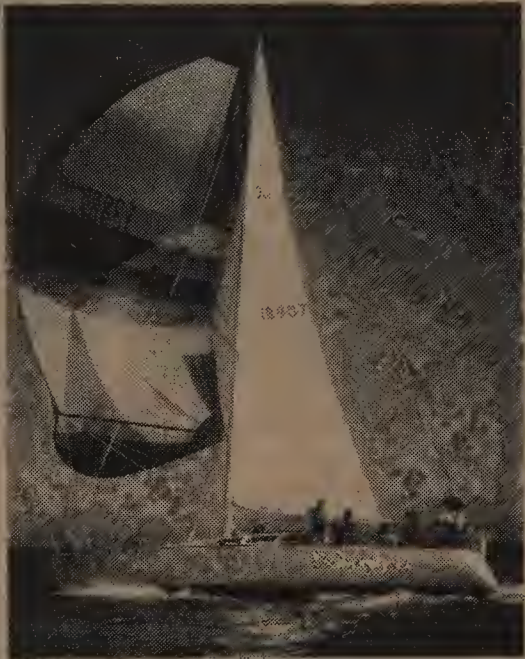
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## OLSON 40



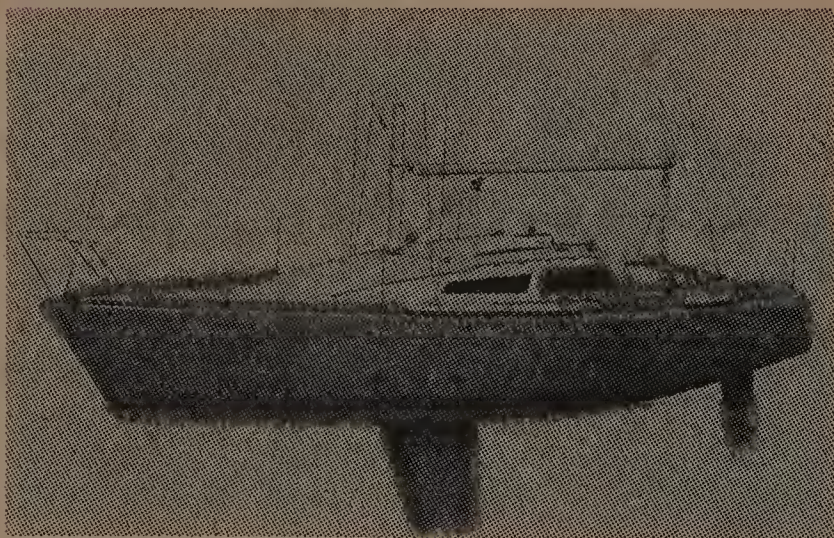
New Years Special: \$10,000  
rebate (offer expires 1/14/85).

## The New MOORE 24 Sports Cruiser.



Same quality, construction & per-  
formance with more interior comfort.

## OLSON 25:



Over 50 sold since July of '84

## The New EXPRESS 37



The boat that you've  
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**O'NEILL YACHTS**  
**SANTA CRUZ**

At the Santa Cruz Yacht Harbor  
2222 East Cliff Drive  
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**Where Quality  
is a Matter of Course.**



... *The reliable ones!*

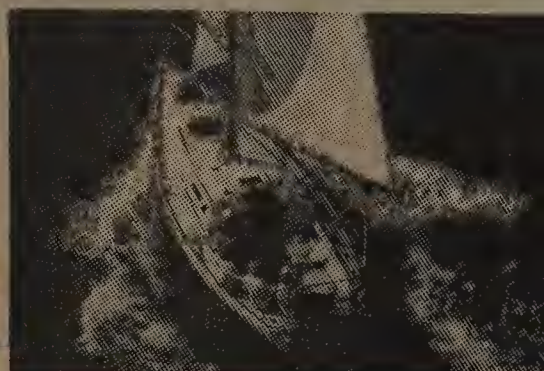
## SELECTED BROKERAGE



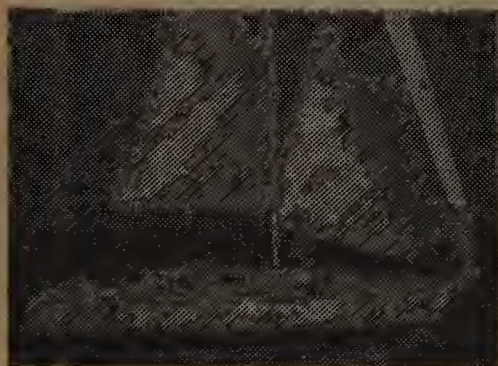
**Cal 20+:** George Olson's modified "flyer" -Inboard rudder - new rig, new sails, completely repainted. Not another like it. A great boat for the new sailor or the enthusiast trailer included—\$6,995.00



**Burns 21, 1982:** This boat is virtually new in every respect. She includes a full sail inventory, trailer, outboard and much more. What else is comparable at \$11,900?



**Olson 30, 1983:** This boat has never been raced, includes a full sail inventory, electronics, varnished exterior. Exceptionally maintained. Can't be matched at this price \$28,500.



**Cal 31, 1979:** Just listed. Well under the current market price. Hot & cold pressurized water, head with holding tank, wheel steering, electronics and much more. Great family cruiser, that's priced to move at \$42,500.



**Santa Cruz 27:** This is it! A Bill Lee boat, including tandem axle trailer, outboard, excellent sails and in bristol condition for only \$18,900.



**Cal 2-27, 1979:** Diesel, virtually new in every respect. Asking \$29,000.

### SAIL

Size	Manufacturer	Year	Price
19'	Rhodes	1974	2,800
20'	Holder (like new)	1983	8,500
20'	Cal (new sails)	1964	4,995
20'	Cal 20. (totally restored)		6,995
21'	Burns (reduced)		11,900
21'	San Juan	1976	6,600
21'	Balboa	1978	6,500
23'	Pearson Electra	1961	7,850
24'	Moore (2 from)	1976	15,500
24'	Columbia	1964	7,500
25'	Santana 525	1980	15,500/ offer

Size	Manufacturer	Year	Price
25'	Catalina	1979	16,500
25'	Cal 2-25 (reduced)	1979	19,500
26'	Pearson Ariel (inboard)	1965	13,500
27'	Cal	1971	16,500
27'	Cal 2-27 (like new)	1979	29,000
27'	O Day	1976	23,900
27'	Santa Cruz (2 from)		14,000
28'	Maire	1982	28,500
30'	Chuck Burns	1981	35,000
30'	Olson (2 from)	1982	25,000
31'	Cal 31 (2 from)	1979	42,500

Size	Manufacturer	Year	Price
34'	Dash	1982	49,950
34'	Islander	1980	47,500
35'	Erickson (loaded)	1972	62,500
37'	Swan	1972	89,000
38'	Farallone Clipper	1957	65,000
40'	Olson (1/2 interest)	1983	69,950

### POWER

Size	Manufacturer	Year	Price
24'	Skipjack - turbo	1980	40,000
25'	Carver	1974	22,500
26'	Shamrock - turbo	1980	37,500
47'	Monk	1962	95,000

**We have Discount Boat Show Tickets Available**  
Come visit us & these fine family performance boats at the Cow Palace  
Boat Show Jan. 4th through 14th.



# "MAKE IT SIMPLE AND MORE SAILOR"

## SIMPLICITY DESIGN

The secret behind the HOOD SEA FURL LD. In our design we eliminated some of the features that complicate other furling systems, making them less dependable than the simple SEA FURL LD. In addition to the increased dependability, we also succeeded in substantially reducing the cost of manufacturing.

The system is based on the line driver principle. A  $\frac{7}{16}$ " line passes through the line driver/furling sheave in an endless loop. We use a patented HOOD halyard swivel at the top of the round luff

groove extrusions which are fitted over the headstay. When the sail is to be set or furled the lower half of the halyard swivel, the round luff extrusion and the tack and sheave all turn together. The simplicity of the design reduces the number of parts in this system. The HOOD SEA FURL LD 810 and 915 also fit over the existing wire headstay (up to  $\frac{3}{8}$ " diameter) and turnbuckle on virtually all boats up to 45 feet making installation easier and further reducing the total cost to the owner.

## CONSTRUCTION

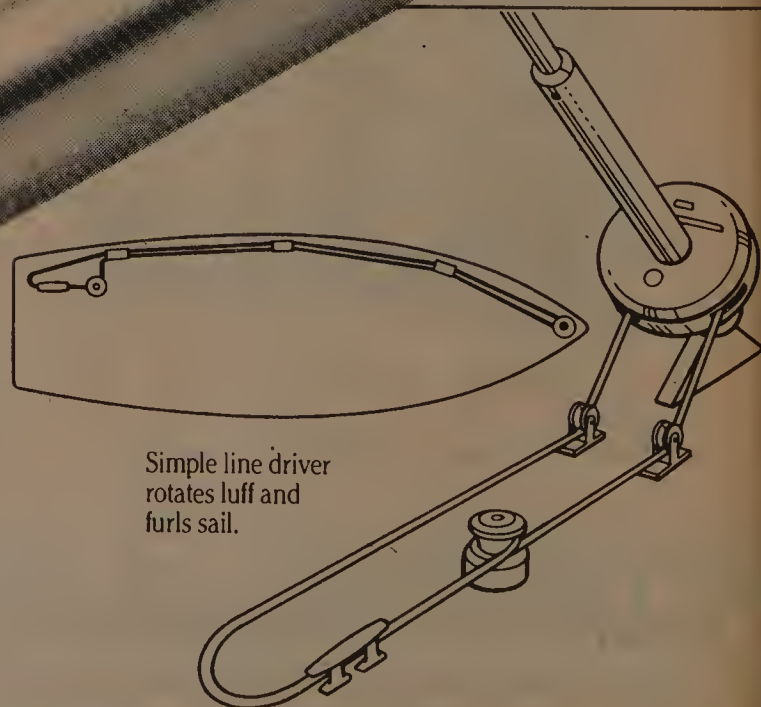
SEA FURL LD is manufactured to the high standards HOOD has been known for in both sail and hardware construction. Delrin® and stainless steel ball bearings and the stainless steel races assure smooth, easy operation. Cast metal parts such as the line driver, sheave and halyard swivel are of aluminum alloy and are anodized and hard coated for longest life and protection against the corrosive environment. The bushings on which the luff groove extrusion rotate are of a heavy-duty plastic material. The luff groove extrusion parts are all of a clear-anodized aluminum alloy.

The entire SEA FURL LD system is covered by the standard HOOD one-year limited warranty for hardware products.

## INSTALLATION

We designed the SEA FURL LD so that it can be easily installed by either the owner or a professional using a few basic tools: hacksaw, fine metal file, Allen wrench and  $\frac{3}{16}$ " PopRivet gun. Additionally, a tape measure, marking pen and rigging tape will be helpful. Installation for most boats is so simple that THE HEADSTAY NEED NOT BE REMOVED. REPLACEMENT OF THE HEADSTAY IS NOT REQUIRED, THERE IS NO CUTTING, nor is there need to change the headstay turnbuckle. (The headstay turnbuckle can be adjusted at any time after the installation by moving the driver up to gain access.) Everything except tools and miscellaneous supplies (as described above)

Line Driver tube slides over turnbuckle, attaches to boat's tack shackle.





# SELL IT FOR LESS, WE WILL BUY IT."

-Ted Hood

is packaged with the SEA FURL LD. Also included is a complete, easy-to-understand, step-by-step installation and owners manual. Average installation time is 1-3 hours.

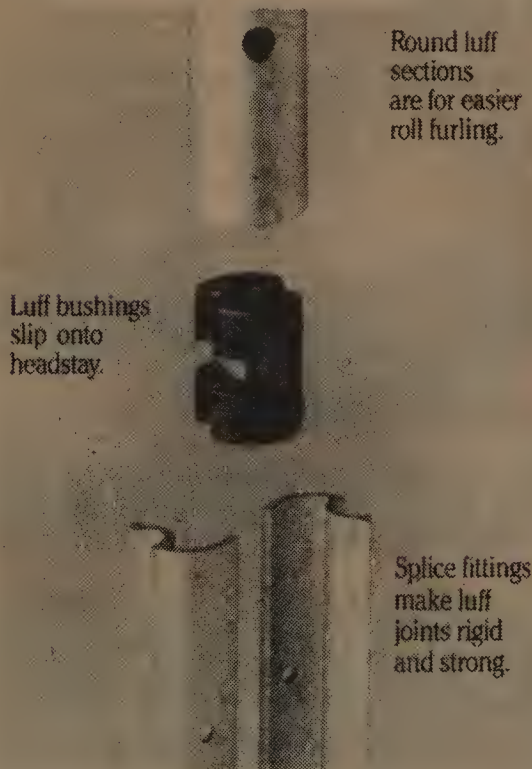


**15% Discount on  
Sea Furl LD  
through  
January 15.**

## MAINTENANCE

A simple wash-down with a bucket of fresh water is all that's needed for both halyard swivel and drum. (No pressure hose required.) WD-40 will provide extra cleaning and lubrication if needed after a few years.

**See Us At  
The Moscone  
Boat Show,  
Dec. 28-Jan. 5  
Booth 454, 455**



Round luff sections are for easier roll furling.

Luff bushings slip onto headstay.

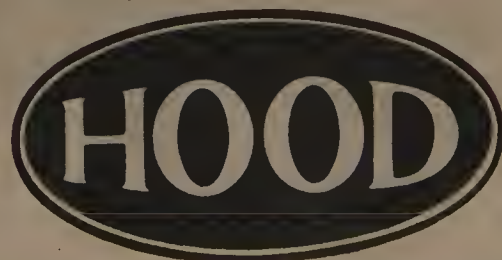
Splice fittings make luff joints rigid and strong.

Cal 27	\$895	Newport 27	\$895
Cal 29	\$895	Newport 28	\$895
Cal 34	\$895	Newport 30	\$895
Cal 39	\$1245	Pearson 28	\$895
Catalina 27 std.	\$845	Pearson Flyer	\$895
Catalina 30 std.	\$895	Pearson 33	\$945
Columbia 28	\$895	Pearson 35	\$945
Columbia 29	\$895	Pearson 36	\$1195
Columbia 34	\$945	Pearson 40	\$1295
Coronado 25	\$845	Ranger 26	\$895
Coronado 30	\$895	Ranger 28	\$895
Ericson 27	\$845	Ranger 29	\$895
Ericson 29	\$895	Ranger 33	\$945
Ericson 30+	\$895	Ranger 37	\$1245
Ericson 32	\$945	San Juan 28	\$895
Ericson 35	\$945	San Juan 30	\$895
Hunter 30	\$945	San Juan 34	\$1195
Hunter 34	\$1195	Santana 28	\$895
Hunter 36	\$945	Santana 35	\$945
Islander 28	\$895	Tartan 27	\$895
Islander 30	\$895	Tartan 30	\$945
Islander 36	\$1195	Tartan 37	\$1245
Islander 37	\$1195	Westsail 28	\$895
Irwin Citation 31	\$945	Westsail 32	\$945
Lancer 25	\$845	Yamaha 30	\$945
Lancer 30	\$895	Yamaha 33	\$945
Lancer 36	\$1195	Yamaha 36	\$1245
Morgan 32	\$945	Yankee 30	\$945
Morgan 38	\$1245		

If your boat is not listed above please give us a call for the LD price for your boat.

**HOOD SAILMAKERS SAN FRANCISCO**

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**If your boat or engine needs repair, Basin Boat Works will come to your slip to do the work.**

At Basin Boat Works, we know you're busy and don't have the time to deliver your boat for repairs. That's why we make "boat calls" anywhere in the San Francisco Bay and Delta. If the trouble can be eliminated at your slip, we'll do it. That's convenience.

Or if you'd like to bring your boat to our yard, you'll find a knowledgeable, helpful staff to attend to your boat's every need. Because we're a full service yard, we can handle everything from rigging to prop and shaft work, haul-outs to major engine overhauls by factory-trained mechanics. And because we're dealers for Perkins, Volvo, and Westerbeke, we carry a full inventory of parts for these engines. That means you don't have to wait for parts to arrive from the factory. Your boat's repairs get done, and they get done fast. That's convenience.

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**That's convenience.**

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# SAIL BROKERAGE

24' J	16,000
25' Yamaha	21,500
25' Ericson	29,500
26' Frisco Flyer	17,500
26' Laguna	Offers
26' Balboa	15,290
26' Seafarer	20,000
26' Islander	24,000
27' Vega	(2) 19,500
27' Catalina	18,500
27' Hunter	23,500
27' Sun Yacht	33,500
27' Balboa	18,900
28' Cal	17,900
28' Santana	24,900
28' Islander	Several
29' Columbia	27,500
29' Bristol	52,000
29' Pointin Racer	34,000
29' Ericson	27,500
30' Tartan	34,900
30' Lancer	23,900
30' Columbia	29,500
30' Irwin	40,000
30' Ericson	30,000
30' Lancer	35,555
30' Catalina	(3) 35,000
30' Cheoy Lee	45,000
30' Laguna	Offers
30' Columbia	25,000
30' Albin Ballad	39,000
30' Spitsgatter	35,000
31' Cheoy Lee	31,000
31' Hunter, '84	48,000
31' Mariah	61,500
32' Traveler, trades okay	62,500
32' Islander	51,000
32' Ericson	(2) 28,000
32' Vanguard Pearson	35,000
32' Aries	43,000
33' Cheoy Lee Clipper	55,500
33' Hunter	46,500
34' Hunter	58,500
34' Cal	34,500
34' True North	62,000
34' Wylie	59,000
34' Islander	53,000
35' Mariner	47,500
35' Cheoy Lee Lion	30,000
35' Cheoy Lee	65,000
36' Islander	(2) 58,500
36' Ericson	79,900
36' Cheoy Lee OS	40,000
36' Hunter	59,000
Cheoy Lee Clipper Ketch	62,500
36' J/Boat...reduced	106,000
37' Endeavor	75,500
37' Gulfstar	80,000
37' Island Trader	63,000
38' Elvstrom M/S	70,500
38' LeCompte	68,000
38' Morgan	79,000
38' Easterly	90,000
39' Cavalier	69,950
40' Garden ketch, wood	90,000
40' Challenger	89,000
40' Cheoy Lee	(2) 67,000
41' Down Easter	79,000
41' Alden Pilothouse	85,000
41' Islander Freeport	119,900
41' Garden ketch	119,900
41' Morgan OI	Offers
41' CT	77,500
42' Golden Wave	145,000
42' Excalibur	Offers
42' Westsail	(2) 109,000
42' U.S. Yacht M/S	99,500
43' Holcomb Schooner	69,500
43' Gulfstar	110,000
43' Cheoy Lee M/S	159,500
44' LaFitte	217,000
45' Explorer	122,000
47' Gulfstar	(2) 170,000
47' Cheoy Lee OS	115,000
47' Olympia	125,000
48' Mapleleaf	194,000
48' CT	179,000
50' Cheoy Lee OS	185,000
51' Formosa	125,000
52' Cheoy Lee M/S	279,000

## SAIL-A-WAY NEW

36' Cheoy Lee Perry	79,500
38' Cheoy Lee/Pedrick	98,000
41' Cheoy Lee/Pedrick	114,950
43' Cheoy Lee M/S	171,000
47' Cheoy Lee/Pedrick	149,500
52' Cheoy Lee M/S	299,000
53' Cheoy Lee M/S	314,000
55' Cheoy Lee/Pedrick	385,000
63' Cheoy Lee M/S	549,000
44' Horizon by G. Frers	157,000

*Exclusive Northern California Dealer For:*  
**CHEOY LEE SAILING YACHTS and MOTORSAILERS**  
**HORIZON 44 by FRERS • LAGUNA YACHTS**

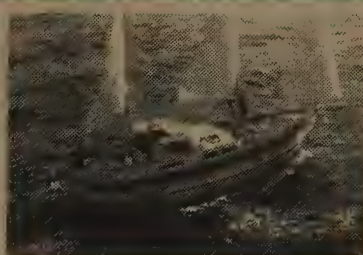


## BOAT SHOW SPECIALS

### \$ Save Thousands \$



**Cheoy Lee/Pedrick 36**  
 New Model. Order one that we can show for big savings!



**Cheoy Lee 43 Motorsailer**  
 2,000 mile range.  
 New and Used Available.



**Horizon 44**  
 by German Frers.  
 Hi-Tech Cruiser.  
 Superb quality. **\$157,000.**



**Cheoy Lee/Pedrick 38**  
 New Model At Our Docks.  
 Introductory Special:  
**\$103,900.**



**Cheoy Lee 53 Motorsailer**  
 New Model. Order now for 1985 delivery at big savings.  
 Seven already sold.



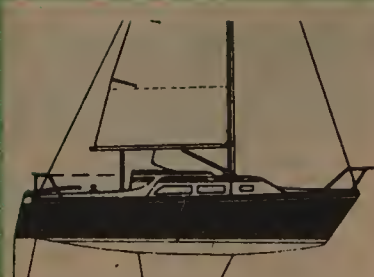
*Last of the "real"*  
**Morgan Yacht 38's**  
 Will sell below cost.  
 Bring Offers.



**Cheoy Lee/Pedrick 41**  
 Order one that we can show for big savings.



**Laguna 30**  
 New — Under \$40K.  
 Beats Catalina 30. Make an offer on our demo — Must Sell!!



**Laguna 26**  
 New and Used Available.  
 Demo Available with inboard.  
 Must Sell!!

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**Sam Knapp • Joyce Blok**



# GOLDEN

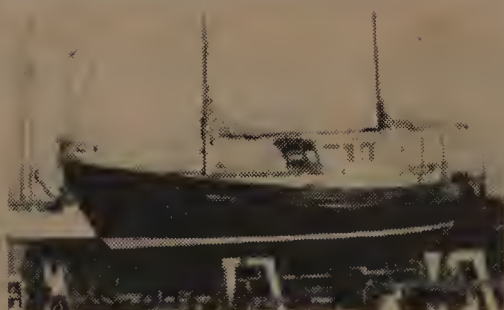


# STATE INT'L

## YACHT & BOAT SALES



**70' GAFF-RIGGED  
Cutter. \$174,900**



**30' FISHER M/S 1973  
Bristol. Try \$49,900.**



**CS 36  
Diesel. Offers.**



**38' DBL CABIN TRAWLER  
Two from \$68,000.**



**30' 1977 CUSTOM  
Racer/Sloop.**



**1947 CLASSIC SLOOP  
\$19,900.**



**1976 FARR 727  
New Sails/Spinnaker  
\$13,000.**

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★ THE ABOVE BOATS,  
PRICED AND READY  
FOR OUR  
CHARTER PROGRAM.

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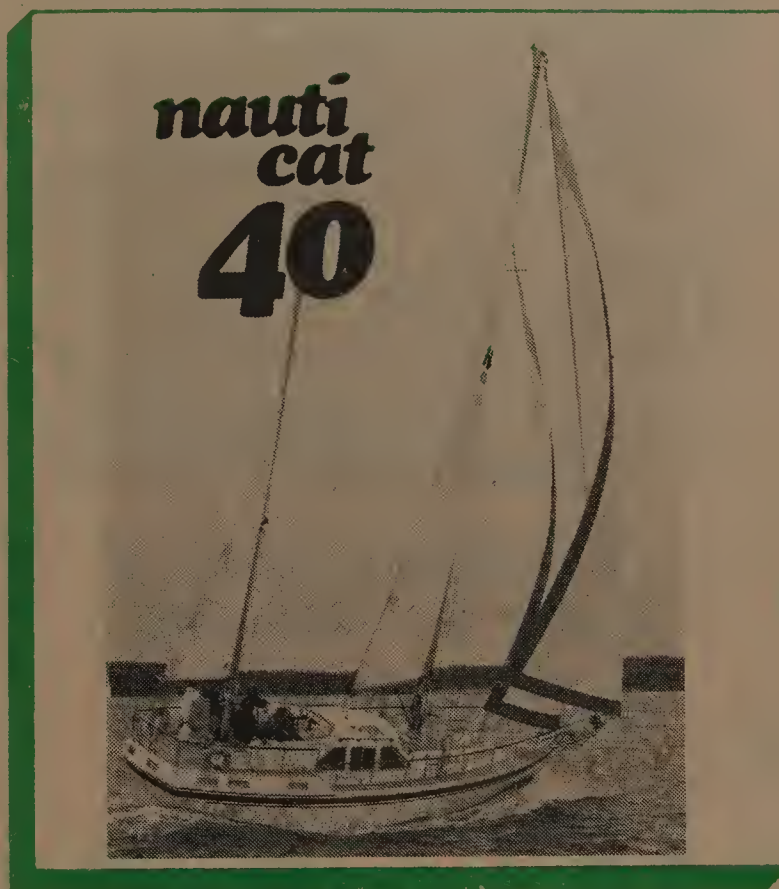
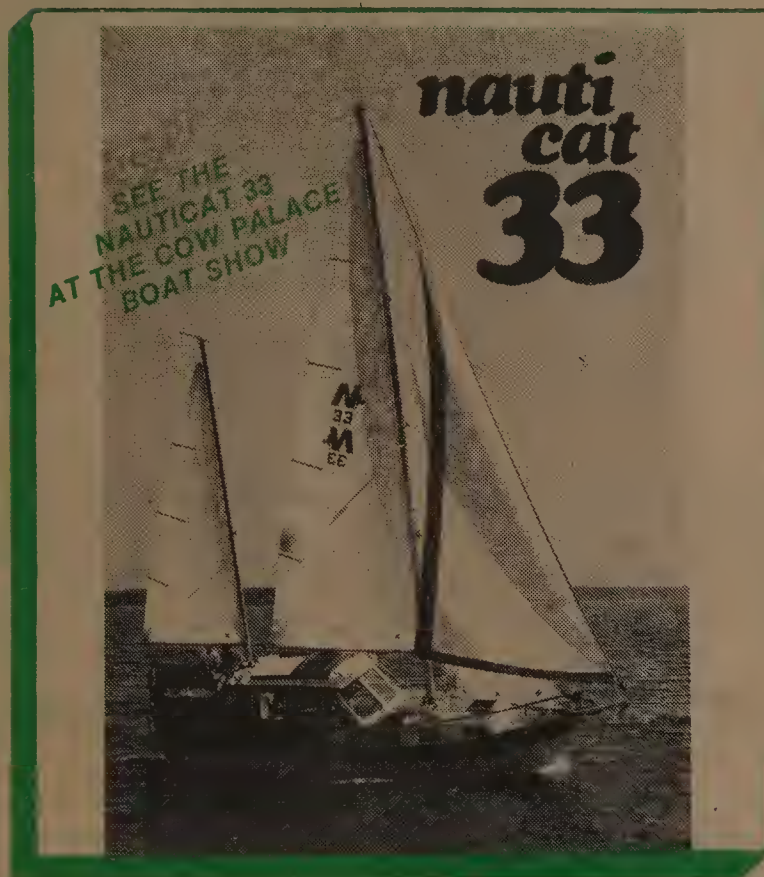
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'76	Ranger 23.....	12,500
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Yr	Type	Price
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'78	Catalina 30.....	36,000
'77	Catalina 30.....	32,500
'78	Catalina 30.....	33,000
'80	Catalina 30.....	36,500
'80	Catalina 30.....	34,000
'80	Catalina 30.....	37,500
'80	Catalina 30.....	34,000
'73	Columbia 30.....	29,500
'81	Nonsuch 30.....	67,500
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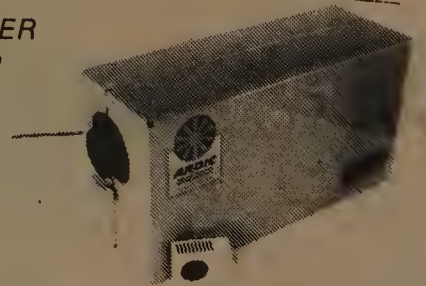
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# CALENDAR

## Non-Racing

**December 28-January 5, 1985** — International Boat Show at the Moscone Center, San Francisco. See "Sightings" for more information, or call (415) 436-4664.

**January 1** — Begins a new year for the Master Mariners, reminds Lance Schoenberger. If you appreciate old wooden power and sailboats, this is the organization for you. For an application or more info, call Lance at 331-3179.

**January 1** — Metropolitan YC's 14th annual Round the Island (Alameda) Cruise. Open to all yachtsmen, power and sail, far and near. A great way to start the New Year. For complete itinerary, call cruise chairman Charles Ormond, 444-3678, or MYCO 832-6757.

**January 4-13** — San Francisco Sports and Boat Show, Cow Palace. For more info, see "Sightings" or call 563-5100.

**January 9** — Hans Christian Yacht Owners Association meeting. This group meets every second Wednesday at 7 p.m., 1070 Marina Village Parkway in Alameda. Call 521-5636 for more info.

**January 10** — 7-10 p.m., Beginning Navigation class. Call Cass Marina at (415) 332-6789 for registration or information.

**January 13** — Sailing instructor/singer Kurt Deerfield invites sailors to tie up at The Dock in Tiburon for the first of his Sunday Sail-In Sing Series, at which he will perform from 3:00 p.m. to 9:00 p.m. For more details, call 332-6789.

**January 13** — Women's Maritime Association Meeting. An information and support network for women in maritime activities. Women sailors welcome. Call Melyn for more information and meeting place: 474-6767 or 431-4590.

**January 16** — 7-10 p.m., Cass Marlinspike Seamanship Seminar. Learn splicing and useful knots. Call (415) 332-6789.

**January 18** — First of a series of lectures/films on blue water cruising, sponsored by Orange Coast College in Costa Mesa. The first speaker will be noted sailor/author Donald Street, followed by Marvin and Chieko Miller on February 8th, Chick and Patty Kaiser on February 15th, and Steve and Linda Dashew on March 1st. Presentations start at 8:00 p.m. at the OCC's Robert Moore Theatre. Tickets are \$6 at the door, \$5 in advance and \$20 for the series. Call (714) 432-5880 for more information.

**January 20** — Berkeley YC's Winter Film Series premiere showing of the award-winning film "Coaster". This is a true, feature-length documentary about a wooden cargo schooner in Maine and the north Atlantic. Hearty chili dinner at 5:30, film at 6:30. For reservations, call Ruth Brooke at 526-4899. For more information, call Mike Young at 548-1210.

**January 23** — Santana 22 owners will want to come hear expert sailors John Kostecki and Steve Jeppesen discuss how to get more speed out of your boat. Call 521-1020 or 521-1394 to get full details.

**January 23** — 7-10 p.m., Cass' Seminar on Emergencies at Sea. First Aid and Jury rigging. Call (415) 332-6789.

**January 26 — March 30** — Boatbuilding classes at Hands On Wood, the woodworking school at Fort Mason. Classes include beginning lofting, cold molded boatbuilding and building a lapstrake sailboat. For information on dates and prices, call 567-2205.

## Racing

**January 2** — Sausalito Cruising Club hosts a seminar by Jocelyn Nash on sail cloth and sail construction. Starts at 7:30 p.m. Call 332-9349 or 495-6500 for more information.

**January 4-6, 1985** — 2nd annual Ficker Cup, Long Beach YC. Anyone who can beg, borrow or . . . legally obtain . . . a Catalina 38 is welcome to compete. The winner will be named one of the ten contestants in the 1985 Congressional Cup championships. For more info, contact Brian Donaldson through the LBYC, 6201 Ap-pian Way, Long Beach 90803. (213) 598-9401.

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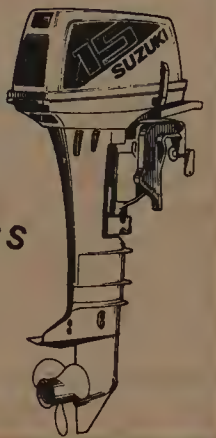
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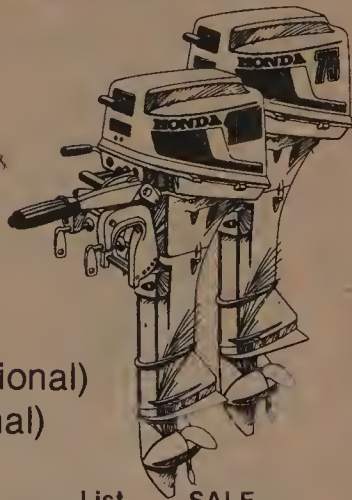
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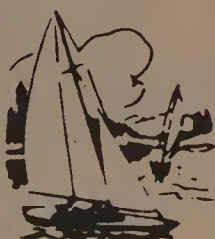
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# CALENDAR

**January 12** — Berkeley YC invites racers in the MYCO Midwinter series to stop by after the races for a potluck dinner. Bring a special dish to share. For more details, call Peggy Hickman at (415) 944-8868 (H) or (415) 945-8036 (W).

**January 19** — Sausalito YC/WRA race. First race of winter 1985 season. Contact Kate Rogge, 892-4094.

**January 26** — Corinthian YC hosts a pasta feed for racers following the first day of their January Midwinter regatta. The cost is \$19.00 and there will be dance music to help you digest your meal. Reservations are a must, so call 435-4771 to make yours today!

**January 27** — SSS's Three Bridge Fiasco race for singlehanded sailors. Last year's lived up to its name, but let's give it another go! Tony Smith, 454-2312, Gene Haynes, 523-6200.

**January 31** — Start of the Southern Ocean Racing Conference (SORC) with the 140 mile Boca Grande race in Florida. The six races conclude on February 22nd with the Nassau Cup. The Bay Area's *Blade Runner* and *6Sidewinder* will be there, ready for action. (305) 524-4616.

**February 2** — Race management seminar sponsored by the YRA of S.F. Bay. Learn about how to run a good regatta and make the racers in your life happy. No charge except for nominal lunch fee. At the St. Francis YC, San Francisco. 771-9500.

**February 2** — Plan ahead for the Marina del Rey to Puerto Vallarta race. Get your entry in early! For more information contact the Del Rey YC, 13900 Palawan Way, Marina del Rey 90292, (213) 823-4664.

**February 6** — Kame Richards discusses tides and currents on the Bay at a seminar hosted by the Sausalito Cruising Club. Call 332-9349 or 495-6500 for more information.

**February 9** — Potluck dinner at the Berkeley YC for MYCO Midwinter racers. Just bring a dish to share. Call Peggy Hickman for details at (415) 944-8868 (H) or (415) 945-8036 (W).

**February 14** — Learn to love the rules — celebrate St. Valentine's Day by attending a talk on racing rules given by legality Lothario Paul Kamien. Hosted by the Women's Racing Association, the talk begins at 7:30 at the Berkeley YC. Call Gayle Fuetsch at 924-8555 for more information.

**February 22-24** — Richmond YC's third annual Big Daddy Regatta. The 22nd is the skippers' meeting and the races are on the 23rd and 24th. Open to all IOR boats; ULDB's welcome. As usual, includes parties, breakfast, lunch, T-shirts. This is the regatta that's getting the reputation as the IOR event that's fun to race. For more info, call the RYC at 237-2821.

**Spring Series** — Ballena Bay YC — February 23, March 9, 23; April 6, 20. 523-5438 (H) or 869-2780 (W).

**Midwinter Series:** Metropolitan YC — Jan. 12-13, Feb. 9-10, 284-1778; Golden Gate YC — Jan. 6, Feb. 3 (March 3 make-up), 771-9500; Corinthian YC — Jan. 26-27, Feb. 16-17, 331-8379; Sausalito Cruising Club — Jan. 5, Feb. 2, Mar. 2, 495-6500 or 332-9349; Richmond YC — Jan. 27, Feb. 24, 237-1307; and Sausalito YC — Jan. 13, Feb. 10, March 10, 332-7400.

*All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.*

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

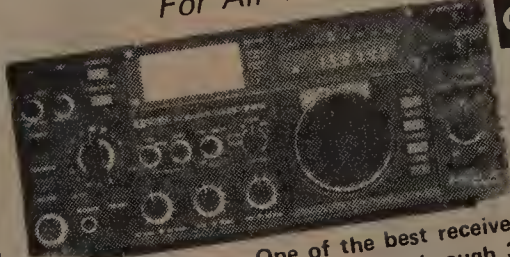
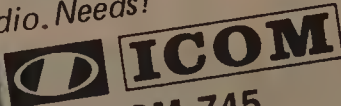


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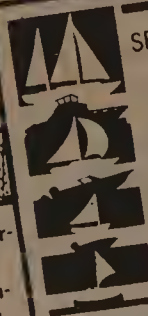
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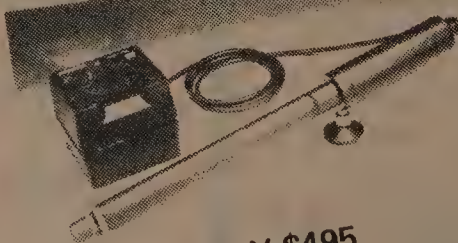
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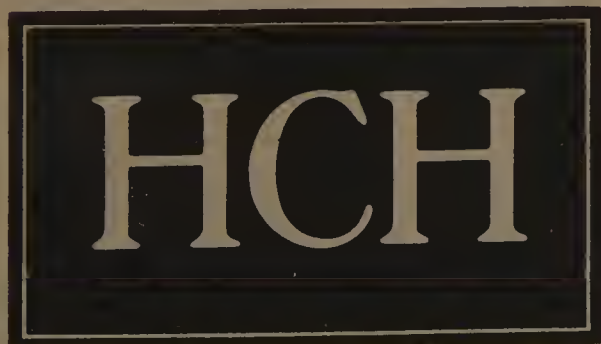


Pretorien 35



Hood 38

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**HENRI WAUQUIEZ**  
*Pour ceux qui naviguent.*

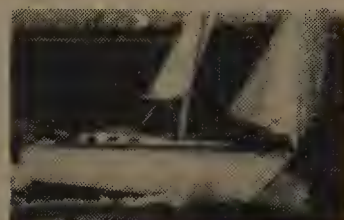
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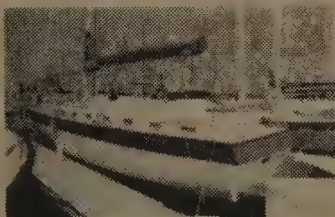
LANCER 36 Race or cruise, Horizon sails, diesel. Ready to go, and this boat moves! Shop around. \$48,130



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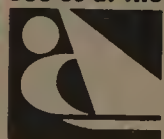
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74' ALUMINUM  
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KETCH  
30' S-2 SLOOP  
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30' ERICKSON SLOOP  
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\$121,000



1980 Lancer 45 PS  
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Carpets Ask \$117,650  
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Ericson 38..\$98,000  
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13'	1978	Porsche, upwind at 145 mph	\$20,000
J-22	1983	Dealer Demo, North sails...	11,900
J-24	1981	Trailer, 6 hp outboard.....	17,000
J-24	1977	MORA equipt, trailer.....	Offers
J-24	1981	North sails, extra clean....	15,000
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J-24	1977	Trailer, Ulmer sails.....	13,500
J-24	1982	UK sails, trailer.....	19,000
J-24	1980	Hood sails, stereo.....	14,000
J-24	1981	North sails, trlr, Tahoe boat	17,000
J-24	1979	Trailer, class sails.....	15,500
J-24	1982	Trlr, new Sobstads, faired r/k	18,000
J-27	1984	Dealer demo, North sails...	30,000
J-35		Dealer Demo, North sails, new bottom.....	66,000
J-36	1981	North sails, Tahoe boat....	99,900
J-41		North sails, fractional rig, offshore equipt.....	Offers

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Custom Wylie 30, Horizon sails... 37,000  
Ericson 35, masthead rig, VHF... Offers

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J/22 J/24 J/27 J/29 J/30 J/34 J/35 J/41



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And to our yacht sales friends.  
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May you all prosper  
in 1985.**

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Its shape is locked firmly in place so there is much more projected area running, as well as a wide flat profile for reaching and free, open leeches for smooth airflow at all times.

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YACHT CLUB OFFICE



MARINA  BAY





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51' Formosa	1981	135,000
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46' Kettenburg PCC	1968	57,500
45' Explorer	1979	114,500
45' Dufour	1981	250,000
44' Rhodes MS	1961	140,000
44' Peterson	1976	89,500
43' Columbia	1970	70,000
42' Pearson	1980	149,950
42' Cheoy Lee	1969	62,500
41' Swan	1976	145,000
41' Islander Freeport	1976	125,000
40' Bristol	1979	119,500
40' Valiant	1977	110,000
39' Yorktown	SOLD 1974	55,000
39' Cavalier	1976	69,000
38' Northeast	1968	68,000
38' Ingrid	1983	79,500
38' Stone Schooner	1931	34,500
37' Endeavour	1979	79,000
37' Endeavour	1979	75,000
37' Gulfstar	1976	81,000
37' Tayana	1979	89,500
37' Islander	1970	46,000

36' Islander	1977	75,000
36' Lapworth	1955	29,750
36' Ericson	1976	89,900
35' Dufour	1979	89,000
35' Coronado	1971	43,900
35' Napa Yawl	SOLD 1960	34,000
35' Lifeboat Conv	1949	15,000
34' Aloha	1983	79,000
34' Peterson	1981	69,000
33' Tartan	1982	75,000
32' Aloha	1984	70,000
32' Atkins	1979	68,000
32' Valiant	1976	69,500
32' Westsail	1974	58,000
32' Westsail	1975	57,000
32' Col. Sabre	1966	14,000
31' Pacific Seacraft	1978	59,500
31' Dufour	1981	55,000
30' Baba	SOLD 1978	63,000
30' C&C	1978	57,900
30' S-2	1978	49,750
30' Odyssey	1968	42,000
30' Tartan	1974	33,000
30' Pearson	SOLD 1977	30,000
30' Compass	1978	27,500
30' Yankee	1972	35,000

30' Coronado	SOLD 1970	20,000
30' Pacific	1971	12,500
29' Ericson	1978	32,995
29' Ericson	1973	28,000
29' Ericson	1975	27,000
29' Pointin	1977	30,000
28' Columbia	1969	19,500
28' Crosby	1963	10,500
27' Cape Dory	1977	32,000
27' Lapworth	1977	27,950
27' Hunter	1980	27,000
27' Ericson	1972	22,500
27' Ericson	1973	19,500
27' Ericson	1977	20,830
27' Santana	1971	20,000
27' Balboa	1980	15,900
26' Contessa	1983	30,000
26' Pearson	1978	16,500
25' Fisher MS	1975	39,000
25' Seidelman	1979	14,900
25' Catalina	1980	11,900
25' Coronado	1968	8,900
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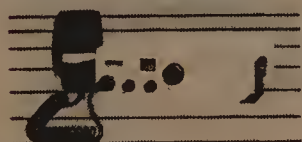
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- New mini size  
2 1/2" H x 7" W x 8" D

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**SALE**  
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MODEL #922

27.95 **\$22.29**



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Completely Safe For  
Children up to  
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## JABSCO HAND PUMP



**Model 33799**

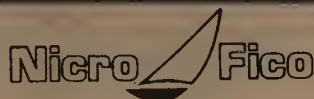
Self-priming with adapters,  
bilge pump, fuel transfer,  
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High impact plastic cams on S.S.  
Bases. Base is 2-1/4" x 7/8"

382 for 3/16" to 3/8" line **\$5.81**

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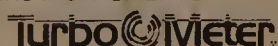
415 w/fair lead for  
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Electronic Wind  
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- 4 Scales—miles per hour, knots, feet per minute, meters per second
- 3 digit LED readout
- Exceptional accuracy
- Responds to lightest winds

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A. #1555 Yachtsmans Pocket Knife 11.95 **9.50**

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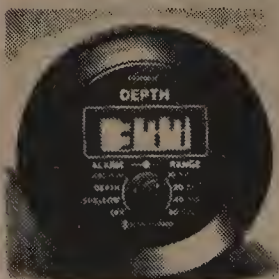
Made entirely of stainless steel  
w/dura-edged blades and marlin  
spikes.



## PRECISION WIND DIRECTION INDICATORS



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Dinghy	\$19.95	\$15.95
10"	\$29.95	\$23.95
15"	\$39.95	\$31.95



**SALE**  
**\$279.95**

## THE HORIZON SPEED/LOG

Speeds up to 60 knots (or status miles) Distance up to 999 nautical miles. Speeds displayed in whole numbers and tenths (adjustable). Sophisticated Count-down Clock. Elapsed time counter. Off speed alarm (for speed variations from a preset value)

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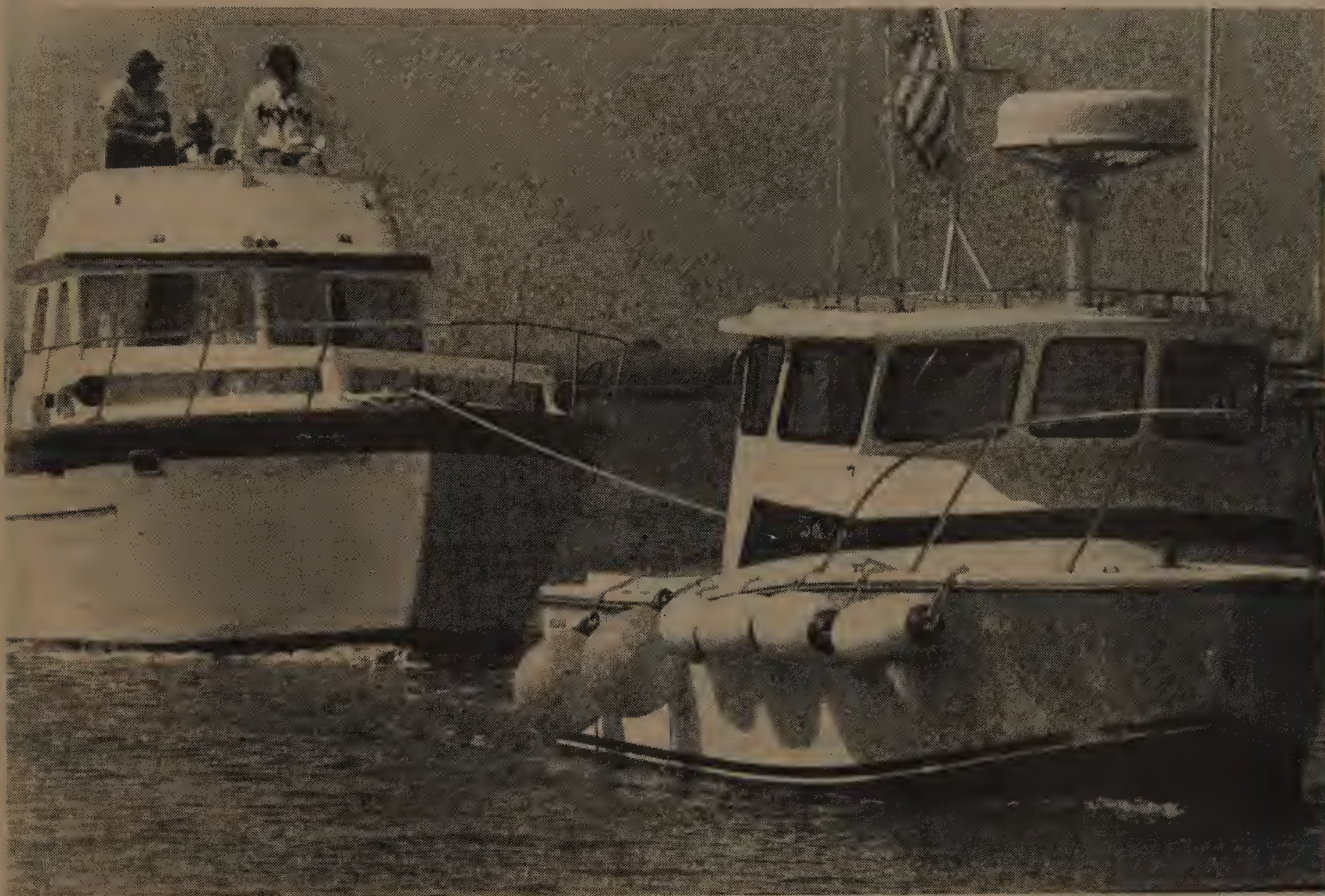
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OFFER EXPIRES JANUARY 31, 1985

Some Quantities Limited to stock on hand.



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PLEASE SEND INFORMATION AND MEMBERSHIP APPLICATION TO:

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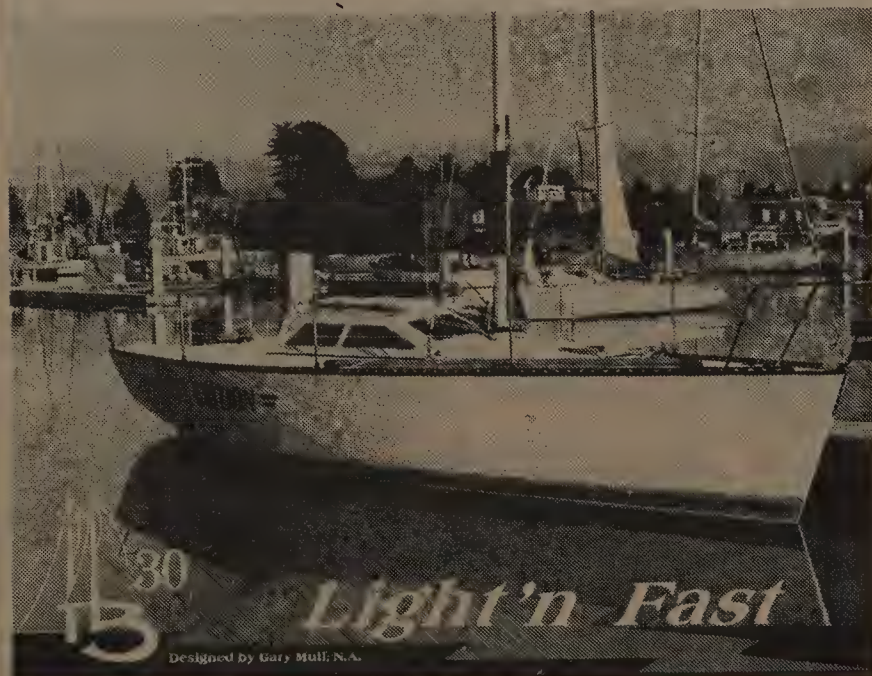
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Gary Mull designed the H.B. 30 to be Fast, Easy To Sail, and Really Comfortable. As high performance sailboats go, this 30-footer goes faster. She can sail upwind with most 2-tonners and outperforms other production ULDB's her size, offering great performance on all three legs of the race course, not just one. Four sails is all you need, making handling simple and economical.

The H.B. 30 is comfortable below too, featuring teak and holly cabin sole, birch cabinetry with mahogany trim, sink and stove to port, chart table to starboard, large hanging lockers and lots more.

She's strong, with foam cored fiberglass construction and longitudinal and athwartship stiffeners producing a lightweight monocoque structure.

**\$29,450**

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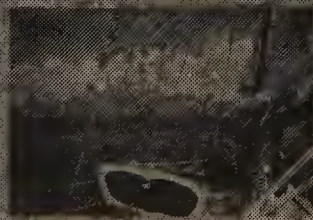


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BRYAN N. COXON

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# LETTERS

## □ FLAMMABLE DE FRANCE

The news of the *Panda* is tragic. It caught my attention because a boat I had sailed up the coast of Brazil to French Guayana went on later to Fort de France. While anchored there (and all were ashore) it too caught fire. It was put out before damaging the hull.

They were never really sure what caused it. Seems like a *hot* place to anchor, non?

J.P.  
San Rafael

J.P. — *That it does.*

## □ HOW ABOUT IT

Hi. Could you institute one minor change to make *Latitude 38* a little easier to read? Please change the location of the page numbers from the lower inboard corner to the upper outboard corner. This change would make it easier to thumb through to an article that catches a reader's attention on the contents page.

Don't worry though, we all go back and read *Latitude 38* cover to cover after that. Keep up the good work.

Greg Trigeiro  
San Diego

Greg — *We may just do that!*

## □ RED LIGHT, GREEN LIGHT

In regard to the question about red and green lights, I figure the rules of the road must have come along long before lights — i.e., the vessel on the right has the right of way. Therefore she should see the green or 'go' light on the starboard or 'stop' light of the right of way vessel should be visible to the yielding vessel.

At least that's how it looks from the cockpit of an airplane at 500 knots.

Steve James  
Portsmouth, N.H.

Steve — *We don't even remember what the question was.*

## □ NOT A COLD STIFF

Like the Colemans [*Looking Back at a Two Year Cruise*], I had a problem with leaky Atlantis foul weather gear. After several years of use, the fabric stopped repelling water. I solved the problem by brushing on two coats of Thompson's Water Seal. The only drawback is that it made the fabric quite stiff. I look like the Tin Man, but at least I'm dry.

Molly Skeen  
Alameda

## □ ANOTHER BINGHAM ADDRESS

Regarding Ron Kent's request for Bruce Bingham's address in your November issue, Bruce is currently cruising in the Florida area and is a member of the East Coast Cruising Association, the directory of which gives his address as: c/o MMCA, Inc. 46582, P.O. Box 2870, Estes Park, Colorado 80517.

Ed Lazowska  
Cocoa Beach, Florida

Ed — *With addresses in Santa Barbara and Colorado while cruising in Florida, Bruce seems to be a man who gets around.*

## □ CONSUMER REPORTS

**BALLENGER  
SPAR SYSTEMS**

We supply spars for some of the best built boats in the world including:  
Olson 25  
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The best builders demand the highest quality spars and on-time delivery. They come to us because we deliver. From high-tech triple spreader rigs to cruising spars, we offer intelligently designed spar systems utilizing the latest technology at a very reasonable cost.

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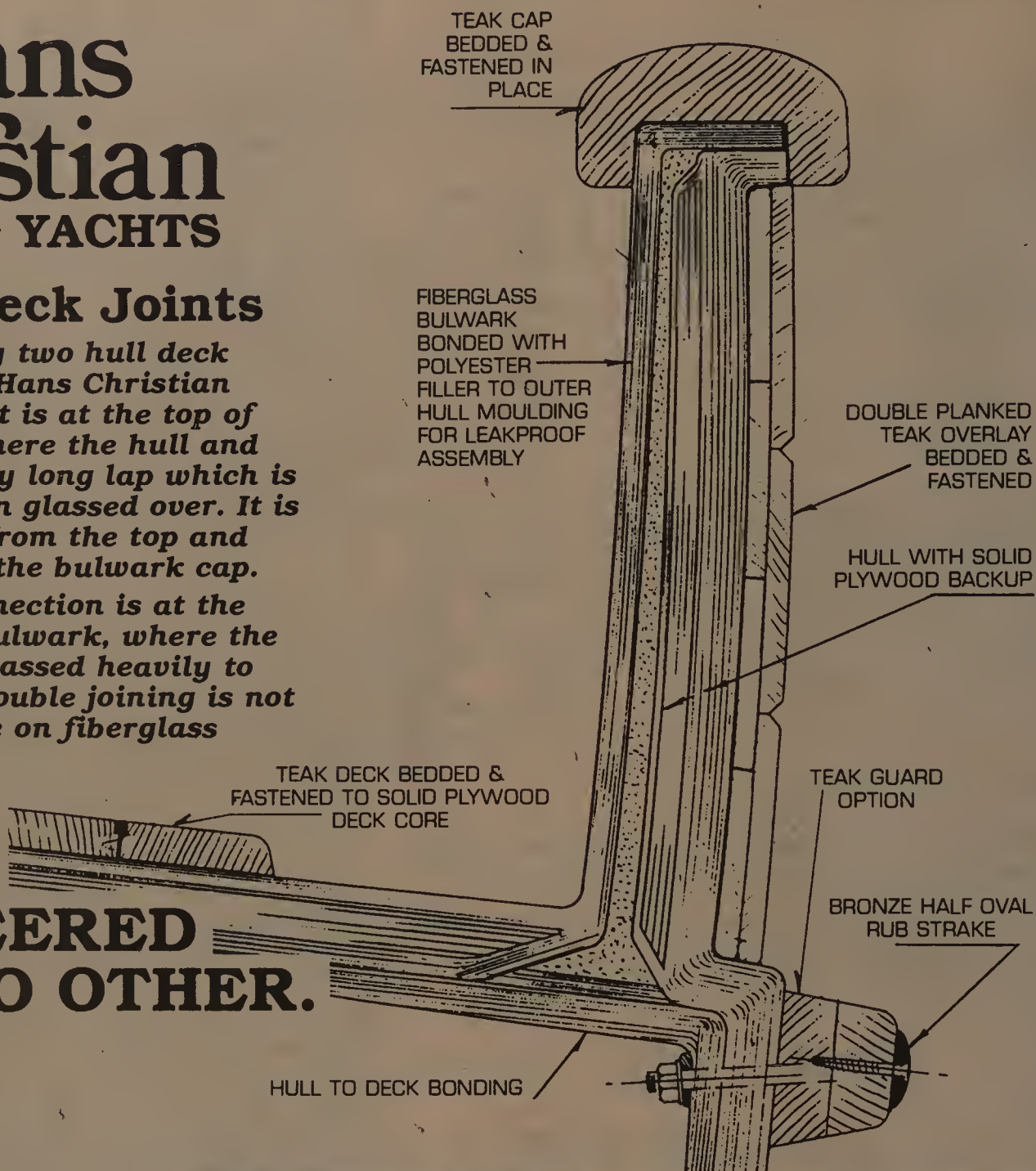


# Hans Christian YACHTS

## Hull To Deck Joints

*There are really two hull deck connections on Hans Christian Yachts. The first is at the top of the bulwark, where the hull and deck have a very long lap which is bonded and then glassed over. It is further sealed from the top and bolted through the bulwark cap.*

*The second connection is at the bottom of the bulwark, where the deck is again glassed heavily to the hull. This double joining is not usually possible on fiberglass boats.*

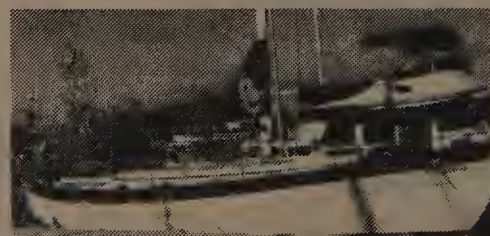


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### SELECTED BROKERAGE



**HANS CHRISTIAN 43T 1982**  
Cutter. Perfect liveaboard.  
\$139K/offer.



**HANS CHRISTIAN 38T. Loaded**  
for Cruising. Asking \$105,000.



**ERICSON 35 LIMITED EDITION.**  
1980 with many extras. Reduced  
price \$59,000.



**HANS CHRISTIAN 38 MARK III.**  
1984 Dealer Demo. Incredible  
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# LETTERS

In Volume 70, page 71, there was an ad for . . . 'Giant Heavy Duty Inflatable Boats'. I previously responded to the same ad — word for word — in another publication.

The boat that came — the free bellow pump was on back order — was the very same boat I had bought for my swimming pool earlier in the summer. That boat only cost \$15, or \$23 less than the one in the ad, and included the pump and oars. The brand I received was Silver

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requested, Dunlap Boat Mfg. pays all shipping. If your order is received within the next ten days you will receive FREE a combined hand/foot inflator/deflator bellows style pump for each boat requested. Should you wish to return your boat you may do so for a full refund. Any letter postmarked after 30 days will be returned. LIMIT three (3) boats per address, no exceptions. Send appropriate sum together with your name and address to: Boat Dept #653, Dunlap Boat Mfg., 2940 W. Pico Blvd., Los Angeles, CA 90006. Or for fastest service from any part of the country call 1-800-824-9988 for Boat Dept #653 (Calif. residents call collect 213-735-9363), before midnight seven days a week. Have credit card ready

Cloud, made in Taiwan, and frankly I wouldn't dare to go any farther than across my pool with it. There was no information to tie the boat I received in with the Dunlap Boat Mfg. that placed the ad.

I called the company's office the next morning for instructions to return the product and shipped it back that day. I finally did receive my credit for the purchase, after three months and three phone calls. The credit I got was \$38. The \$7 I lost for handling charges I chalked up to Room 106 in the Educational Department. I don't know what happened to the sales tax.

So, let the buyer beware.

Bert Heim  
Stockton

Bert — Thanks for your letter.

In addition to 'let the buyer beware', may we also add 'you get what you pay for', and 'if it seems too good to be true, it usually is'.

### □ YOU WOULD HOPE

I've just read *Sitting Ducks* by Betsy Hitz-Holman, and I'm mad. I've been working on my dream that's to begin November 1986. On that date I plan to retire and set sail.

I know that the price of freedom is eternal vigilance, but when that freedom is violated, you would hope that the local law, regardless of the locality, would be concerned enough to bring the violator, if known, to trial. If the image or clout of the United States government cannot encourage justice, I suggest a grass roots movement, via the mail, to flood all the principles mentioned in the book with letters. Include every business that would benefit from tourism, and tell them how much their indifference to justice will cost them in lost tourism.

I'm mad because I really wanted to visit Bequia and St. Vincent someday. I don't believe I am alone. Maybe *Latitude 38* can help by nailing down a list of addresses for those who would write.

Howard Wilson  
Jaja  
San Leandro

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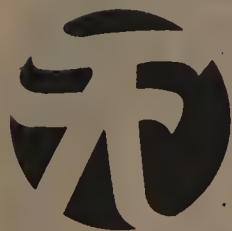
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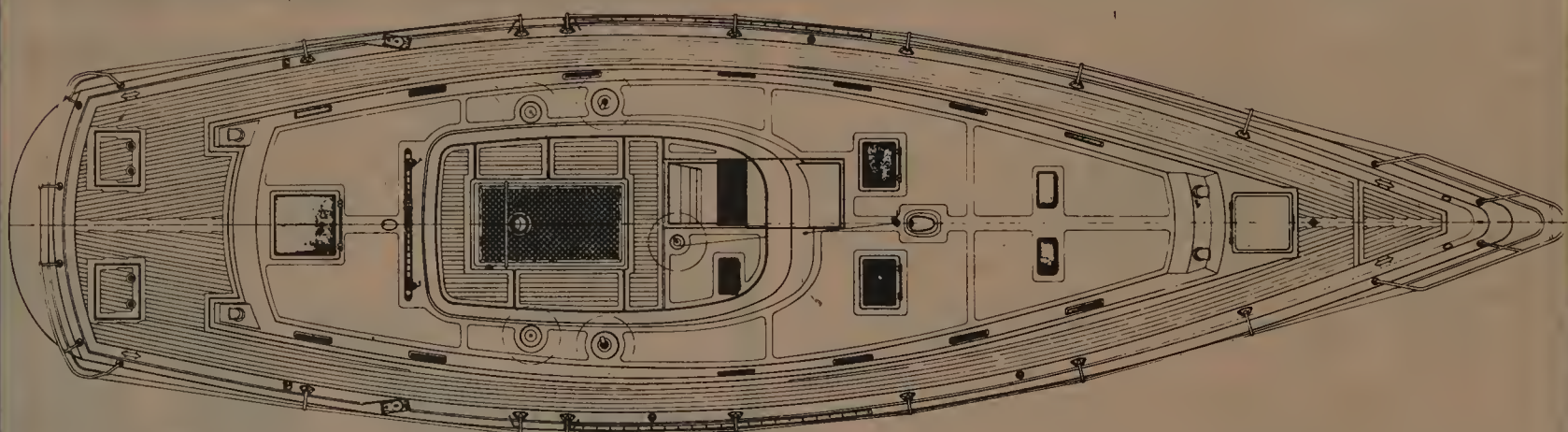
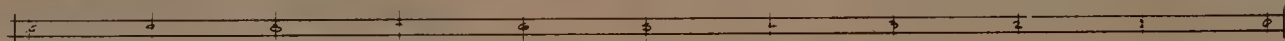
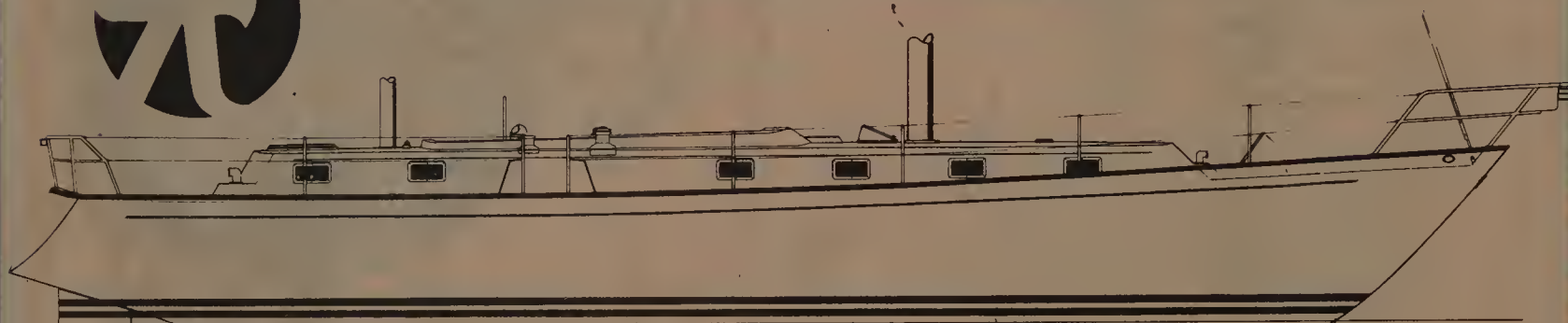


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# LETTERS

Howard — Frankly we don't believe the U.S. has much 'clout' in Bequia, and what there is would be negative.

As far as a letter writing campaign goes, we think it would be totally ineffective. The standard of living is so low in such islands that there is virtually no way it can get any worse, so who gives a damn what a bunch of wealthy Americans think?

We suspect the only realistic attitude you can take is that the stabbing in Bequia is the unlikely equivalent of getting killed in a freeway accident here in the United States. If you participate there is a certain risk involved.

As for indifference to justice, at least it's an honest indifference as opposed to hypocritical concern prevalent in the US of A.

## □ LESS OF THIS, MORE OF THAT

As an advertiser in your magazine I am aware of space costs in sailing publications. Why waste so much of it on these 'Knots' letters. There comes a time when one must move on no matter how much fun you're having defending your position.

If it's space fillers you need, give all of us dealers a call and we'll be glad to provide you with enough copy for the next year at no charge.

On a different note could you please send more magazines to Hawaii. The present allotments to the various yacht clubs are usually gone within the hour — and the mail just doesn't arrive during happy hour.

Harold Del Rosario  
World Yacht Center, Inc., Alameda  
Latitude 21° Yachts, Honolulu

Harold — We think it's important to go off on berserk tangents from time to time just to insure we stay out of ruts. And while there is obviously still great interest in the controversy, we've had it, so from now on it's nuts to knots.

As for sending more copies to Hawaii, no can do. Despite the fact we get no advertising from Hawaii we've been sending over several hundred copies a month for years now. Everybody else in the industry thinks we're out of our minds. And while it's terrible business, it's good karma, which is why we do it. But just as love won't pay the bills, karma won't keep a business afloat — and thus we have to limit it to 200 copies a month.

However, if any club or benefactor would like to pick up the freight for 100 or even 200 more copies, we'll gladly send them COD.

## □ WRITES LIKE A RAIN SQUALL

I hear Andrew Urbanczyk has returned from the sea — our local Slocum who sails like a tern, writes like a rain squall, and has the wisdom to refer to himself as "... a nut like me." I certainly hope he will continue to write for *Latitude 38*. He's great.

Sure, he blows his own horn. Who else will? And sure he's angry. That proves his sanity. He's also very smart — and sometimes he writes like an angel. For example, describing sailing under the bridge after his circumnavigation:

"... when no man or god could take it from me ... 'Now! Now!' I shouted like a man can shout only once in his life, 'We have passed it! We made it! The hell with everything! The expedition is over!'"

To sail alone around this world is amazing. Mr. Urbanczyk's knowledge of the sea is inspiring, and may those who counsel against minor exaggerations and occasional curling and breaking sentences try writing their own true life adventures or letters to editors in Polish or Russian.

Gary Carter  
Mill Valley

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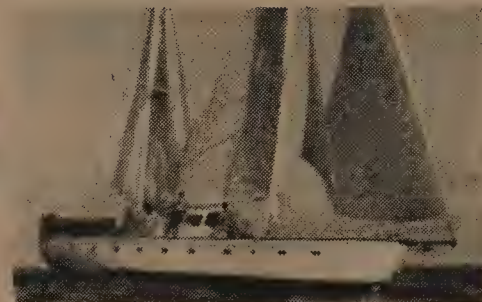
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# LETTERS

## □ NO SWEAT

There's a good chance I'll be involved in an Olson 40 in the Newport to Cabo Race in March, and would like to do the Sea of Cortez Race Week with a group of Bay Area friends.

If you guys are in charge, could you please send race information entry applications, etc., up here.

Greg Booth  
Otter Rock, Oregon

Greg — *The Sea of Cortez Race Week is a casual event. There are no entry forms and there are no race applications. You just show up on the beach a couple of hours before the first race and you'll be all set.*

*Incidentally, Alberto Morphy, Jr. of La Paz has been working hard to get as many of the Newport to Cabo Race boats to come up to the Sea of Cortez Race Week. We certainly hope some of them make it. We do know for certain there will be many cruising boats.*

## □ HOIST ONE FOR THE RUM RUNNERS

Would you do me a favor and print my thanks to the two gentlemen on the *Rum Runner*. We had lost power — a \$35 thermostat that I had replaced less than six months ago — in a glassy calm drifting gently towards the 23rd Street Bridge. We could have anchored, but were grateful to accept a tow through two bridges to our dock.

While we were busy with dock lines the *Rum Runner* stole away into the night without our having properly thanked them.

Also, my thanks to *Latitude 38* for excellent readers. I advertise my bareboat charter business exclusively in your classies and have had only competent, qualified and careful sailors respond.

Peter Shaw  
Artic Loon

## □ PERSONAL INTEGRITY

I really enjoyed Shimon's article on Carl Schumacher. Carl is living proof that nice guys don't finish last. One little area that was left out has been Carl's involvement in "yachting management". MORA appreciated his guidance on our Board of Directors, and his work on the PHRF Committee which he now heads up has made the local ratings probably the fairest in North America. I can't imagine a more unbiased person for the job.

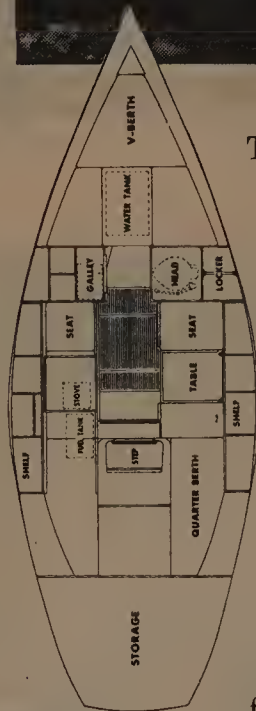
As an example about Carl's integrity, I once sailed a regatta with Carl in San Diego. We left early in the morning from Alameda with *Summertime Dream* following dutifully behind his old Ford. Most trailer yachtsmen are familiar with the CHP Rule which requires all trailers wider than 8' to carry wideload signs and get a permit from Caltrans to boot. *Summertime Dream's* 9-ft beam (only at BMAX) was properly marked.

It was a long drive and the stopover was the Schumacher home in Newport Beach. We arrived in Orange County about a half hour from the home with sunset fast approaching. At sunset the CHP Rule says the trailer would need lights. We stopped at a Macy's parking lot and rigged the lights — finishing just as the sun set. Thirty minutes later we pulled into the family driveway.

The chance of us getting caught without the lights let alone without even the wide load signs were slim, but it wouldn't have been Carl's way. When I think of honesty and personal integrity, Carl's example is always the ideal that everyone else has to live up to.

John C. Dukat  
Alameda

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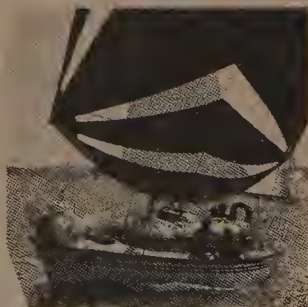
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# LETTERS

## □ SOUND LIKE A COMPLAINT?

When are you indolent, irrational lemmings going to cease to print all this malarkey about knots versus knots per hour and the ensuing battle between Mark Twain's intentions and Chapman's dogma?

Drew Alden  
Dallas, Texas

*Drew — We tried to give it all up, but readers just keep writing letters and don't seem to want to let the thing die. And it's not just letters, either. Seismologist Ross Stevens was home sick one day, and apparently having nothing better to do, called us on the issue. He said, "It's all a bunch of crap, but I love it. I'm on your side."*

## □ ONE IS GOOD BUT THE OTHER IS BETTER

As a visitor by boat to San Francisco Bay this summer, I want to tell you that I've enjoyed reading *Latitude 38*. But as much as I like the magazine, I like your sailing in Northern California even more.

My wife, Cyndi, and I sailed to and stopped at Drakes Bay, Aquatic Park in San Francisco, Sausalito, Tiburon, McNear's Beach in San Pablo Bay, Vallejo, many stops on the San Joaquin and Sacramento Rivers (we spent a month and a half up the Delta), Richmond, Alameda, Redwood City, Angel Island, and probably a couple of places I can't remember right off hand.

The people we met were nice — except for one group ashore near Aquatic Park — and some went way out of their way to make us feel at home.

The variety of sailing conditions within San Francisco Bay that we experienced was really unusual. We've been becalmed, we've been blown away. We've been very, very hot, and more than a couple of times we've nearly froze to death. There have been clear days, and yet we've also marveled at your fog — especially when it cascades down the hills off Sausalito and almost onto the Bay. Surrounding the Bay you've got lovely hills, and up in the Delta you've got such low fields — it's really a queer feeling to see some of the very large vessels up there, they look so out of place.

I just wanted you folks to know how lucky you are and thank you for the hospitality.

P.S. Sure don't go in for steel boats much, do ya?

Jonathan and Cyndi Witt  
*Bright Star*  
(Currently in San Diego)

## □ SAIL ON, SAIL ON

I've enjoyed reading all this bullshit about knots and knots per hour. Perhaps we could make it a monthly feature, replacing *Sightings*, for example.

Knomo Pleece  
Knotsville, Tenn

## □ I HAVE AN IDEA

You know what would be a real neat article for you guys to do? One on gear and boat layouts.

Go through MORA, the ULDB's, IOR, and MORC boats and find interesting layouts. Then show pictures and do a short story on each.

Bye.

William Hempstead  
Collagville, PA

*William — That's not a bad idea. You may even get a t-shirt.*

## □ NOT A WAVE

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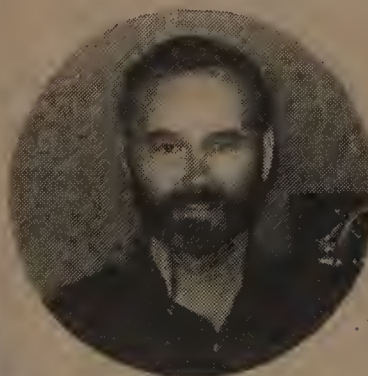


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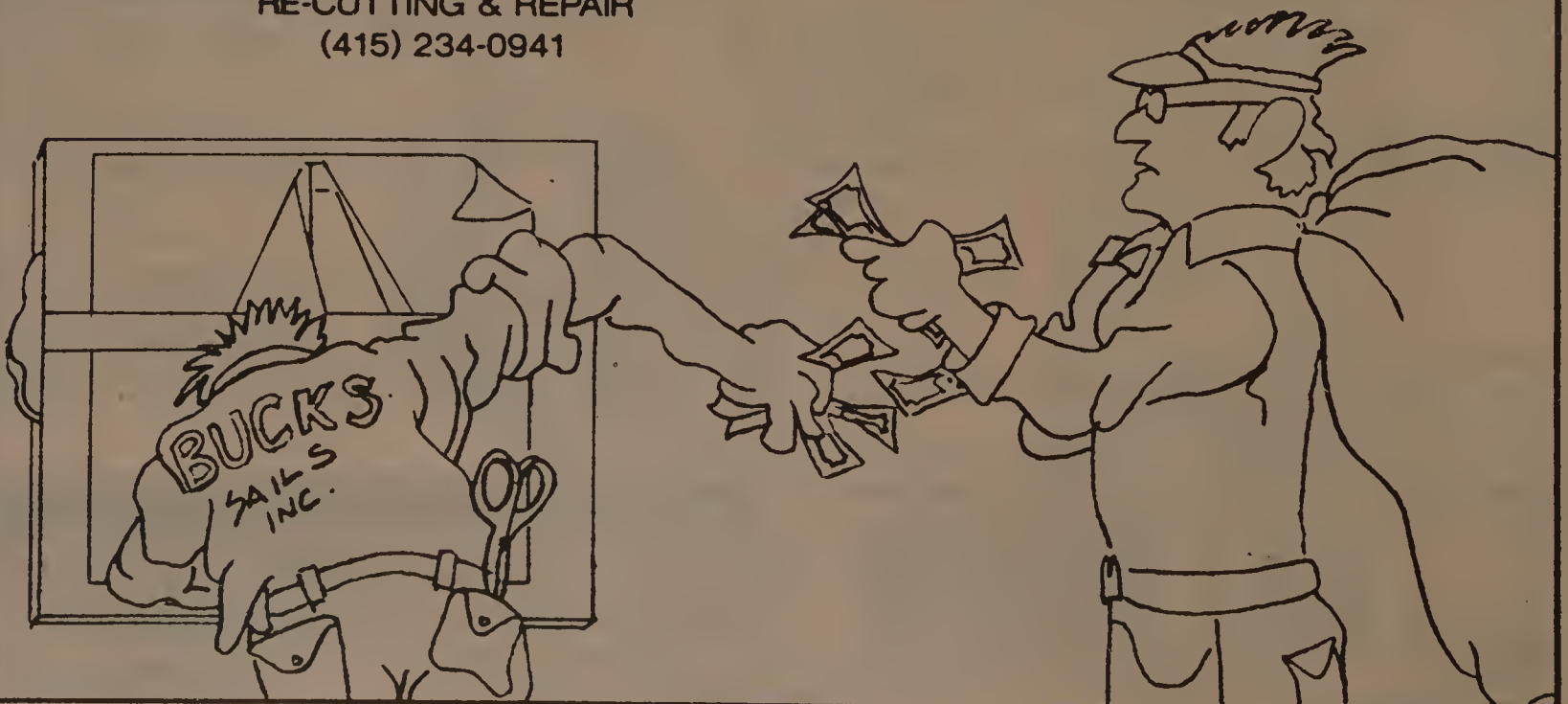
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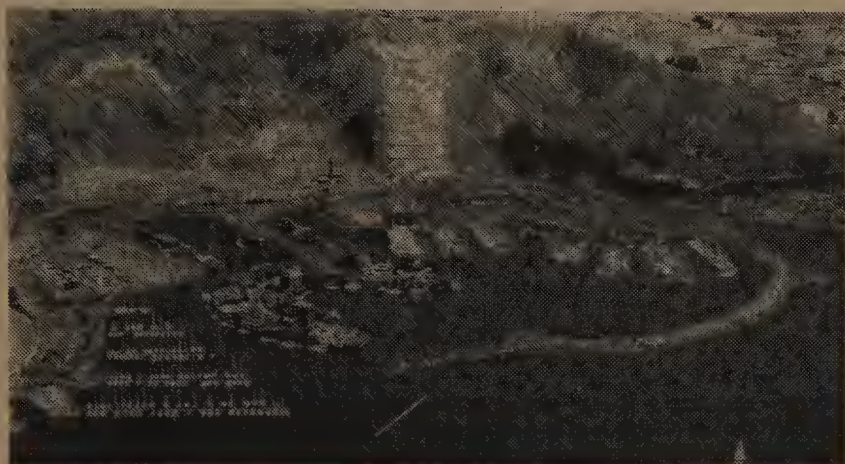
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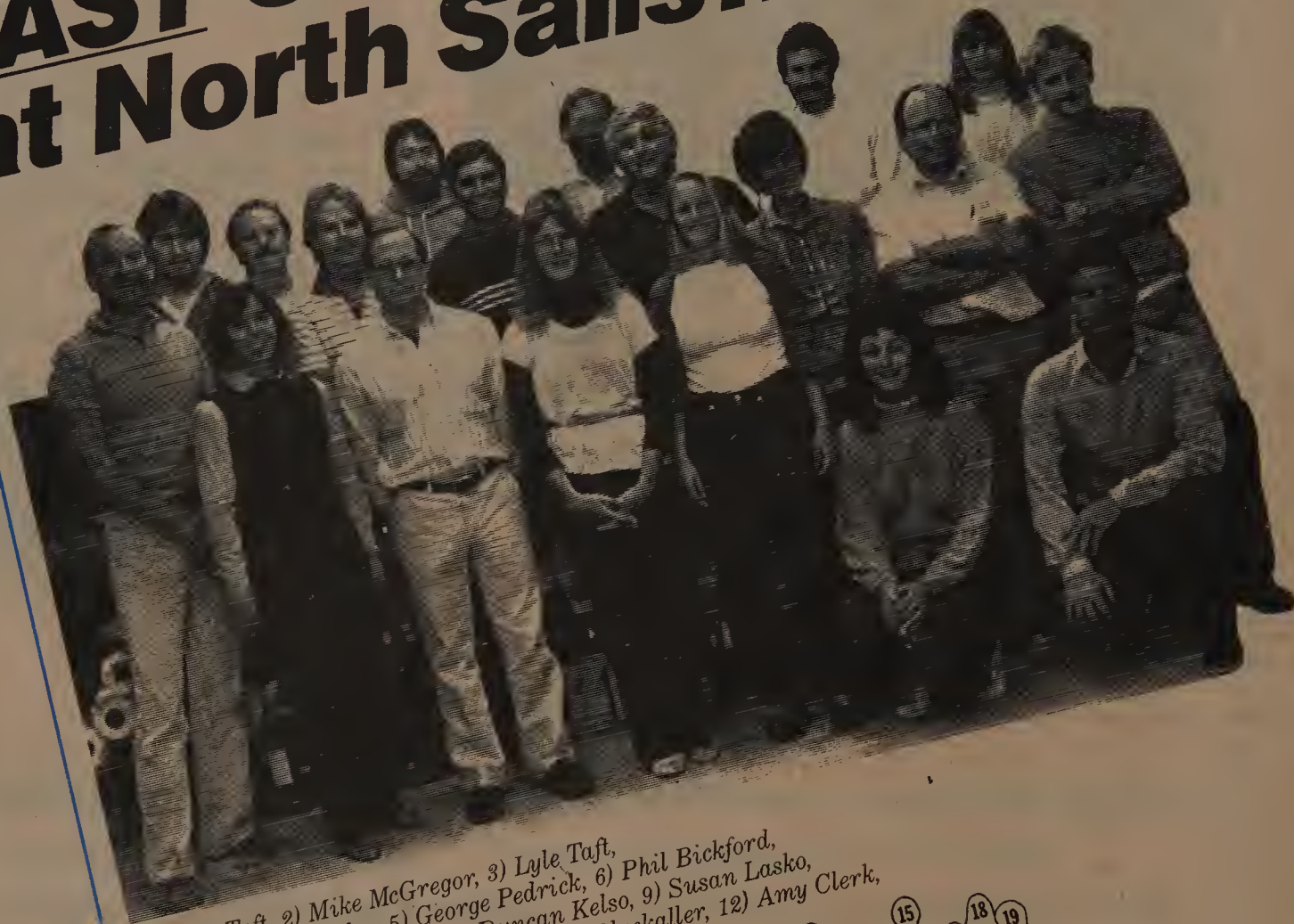
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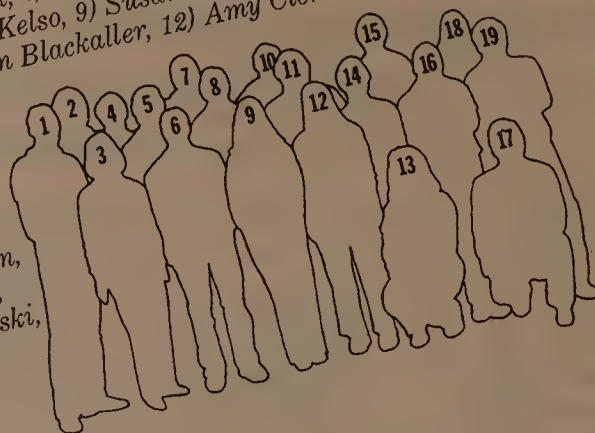
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18) Sally Andersen,  
19) John McBride,  
Missing: John Maski,  
Scott Easom,  
Mark Green,  
Lynn Pearson



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# LETTERS

I'm writing concerning the tragic loss of Dave Wall from the 70-ft ULDB *Meridian* out of Seattle [Volume 90, page 110]. As you reported, Dave was a very capable and experienced sailor, but it was NOT a large wave breaking over the boat which took his life. I was on board at the time.

At 2300 hrs. we were 40 miles out at sea, southwest of Cape Flattery. There were 30 - 40 knots of wind and 12 foot seas. Dave and I were tying up the excess sail from the second reef. The boat simply rolled as all boats do in heavy seaway. I had an arm around the boom and my safety harness hooked on. Dave was wearing no safety harness, float coat or P.F.D. The boom pushed him. I held him for a second, but he slipped away and just went under the life lines and was gone. His feet didn't find a toe rail because the boat didn't have one.

I'm writing this letter because I want to reach those sailors who tempt fate, believing they are indestructible until the "ultimate" wave comes along. Many people thought Dave indestructible — as possibly he thought himself. Many times he just walked to the foredeck standing up straight, not holding on. He broke one of the cardinal rules of sailing: don't go overboard. Perhaps Dave believed his experienced crewmembers could easily pick him up if he went over. The chances are slim in an ULDB in heavy weather at midnight. Besides, after 100,000 miles and 13 years of sailing, Dave didn't know how to swim.

Writing this letter is a form of therapy for me because once you see a fellow crewmember and friend disappear before your eyes you think of your own mortality. Just think of the many times we can take simple precautions and live to experience that ultimate wave.

You have a great publication, thank you for letting me express my view.

Peter Schmidt  
Marina del Rey

*Peter — Thank you! There's nothing like a first hand report to get the facts straight.*

## □ THE ORIGINS OF MAYDAY

When I first heard the distress call, probably mentioned in a Power Squadron class many years ago, I remember thinking "what an odd term". I seem to remember someone saying, "It's derived from a French expression, so it's international." I let it go there and didn't think much more about it until recently when I happened to be looking through a *French for Travelers* booklet by Berlitz.

I came across the expression, "Pouvez-vous m'aider?" and under it in English the pronunciation help, "Poo-vay voo may-day." Ah, I thought, so this is where the expression comes from. Going a little further, I looked up "aide" in the French dictionary and found, of course, that it means the same as in English, but it's pronounced "ed" in French. "Aider", a verb, means "to aid", and is pronounced, "ay-day", so if you put an "m" in front of it you get "M'ay-day", or literally, "me assist", or "assist me".

Or if you are not sinking and no one is in serious trouble, you pick up your 'transceiver mike and call "PAN, PAN!" and what, literally, does that mean?

Well, if you look up the word, "pan" in the French dictionary you will find that it is pronounced "pa" and means, "bread". So, what the heck? Go down a little further on the page and you'll find, "panne", pronounced, "pan" which means "hog's fat" and, like a lot of English words, has another meaning, and the last is the one we want. It means, "breakdown, mishap; en panne, out of order, or hove to (nautical)." "Panne de moteur, means "engine trouble".

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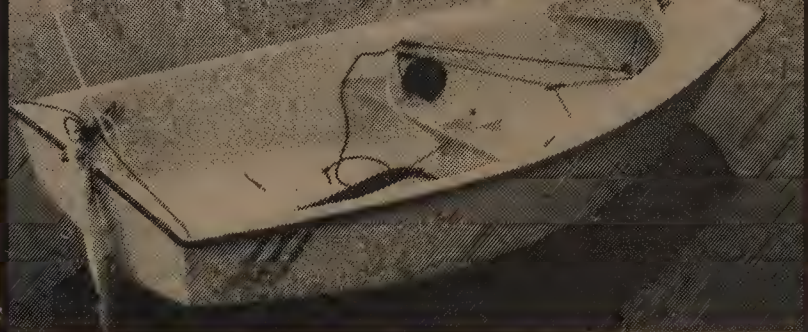
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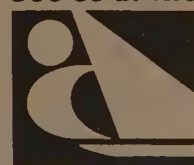
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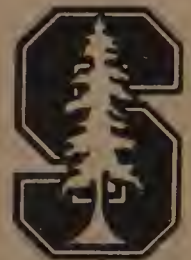
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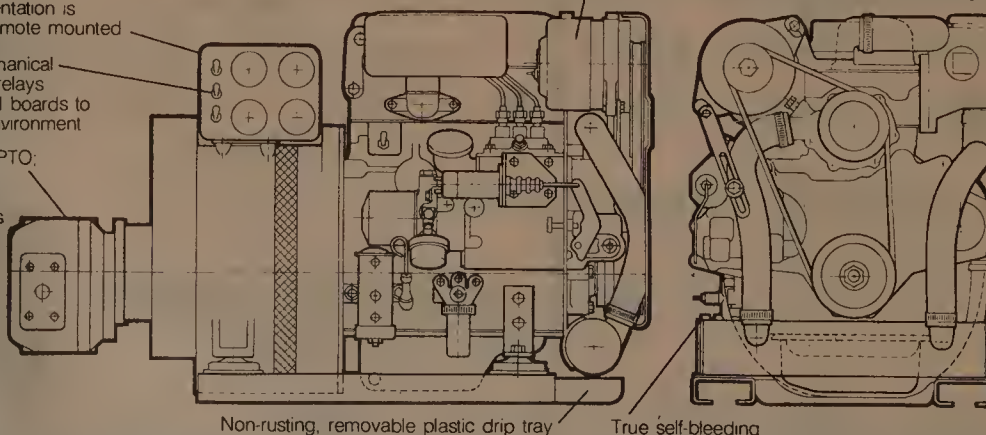
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# LETTERS

So now we know. But don't get confused on this one the next time your engine conks out and yell, "hog fat, hot fat".

Ned B. Shapker  
Los Altos Hills

Ned — Ever since Glenn Lindsay of Monterey sent us a copy of *Origins of Sea Terms* by John G. Rogers, we know just about everything. Here, for example, is what Roger's has to say about MAYDAY:

"MAYDAY. The distress call for voice radio, for vessels and people in serious trouble at sea. The term was made official by an international telecommunications conference in 1948, and is an anglicizing of the French, *m'aidez*, "help me".

Say you were right! Answer the next question correctly and you get a free Roving Reporter t-shirt. The question is, where did the expression "all hands and the cook" come from?

Time's up! According to Rogers, it "is a phrase around which there could be some debate. It was a battle cry for a cowpuncher crew in the West when moving cattle under difficult conditions, but in our world it was the order on a Grand Banks schooner when everyone turned out. ("When the cook came on deck", said one Nova Scotian, "We did have problems!")

## □ BACK ISSUES

I am writing to see if it is possible to get a back copy of the October 1984 issue of *Latitude 38*.

It was in this issue that the first half of a letter from Wendy Ware appeared. Their subscription copy was received here and included in a shipment of mail which we sent to Honduras. Unfortunately, the entire shipment was lost, and therefore they did not receive that issue of *Latitude 38*.

I will be happy to pay for this extra copy, and will forward it on to them.

Thank you very much.

Melvin W. Lewis  
Marysville, California

Melvin — Normally back issues are three dollars a shot, but we'll be happy to send along a copy of the October issue as a way of repaying the Honduran government. There's good reason for us to do it, too. You see the last time we were down there separate hit squads from the CIA, the Bulgarian Secret Police, and Libyan terrorists were chasing us all through the jungle trying to get their blood-stained hands on us — all for reasons that never were clear to us. Fortunately the Hondurans notified us in the nick of time, gave us a hideout until our trail was cold, and then let us return to our Sausalito offices without any problems. Nice guys those Hondurans.

## □ SHEDDING LIGHT ON THE SEARCHLIGHT

Re: David and Mary Ann Friedrich's letter [Volume 90, page 63 and 64], I feel that a few comments are in order.

Since 1965 I have worked aboard offshore/harbor tugboats and small freighters. Thus close encounters with small yachts and fishing boats are certainly not foreign to me. Furthermore, I have logged over 25,000 miles offshore aboard my own various sailboats, so I know what things are like on both sides of the fence.

First of all, I agree with *Latitude 38*, the vessel in question may have been a rig supply vessel, fishing vessel or a towboat. The coasties surely would have announced their presence.

Assuming the weather was clear and the *Bounty's* watchstand-

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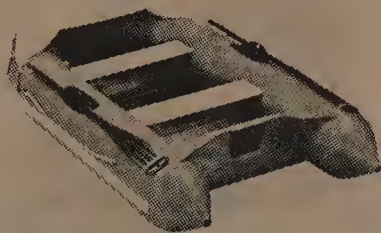
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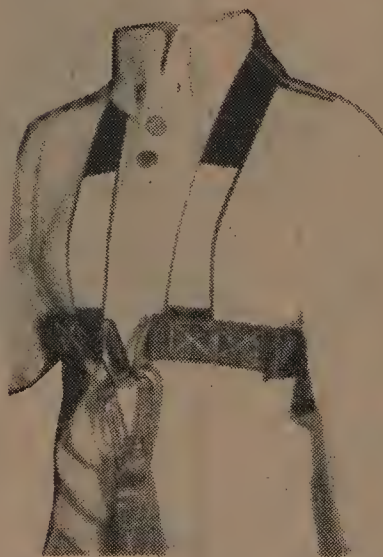
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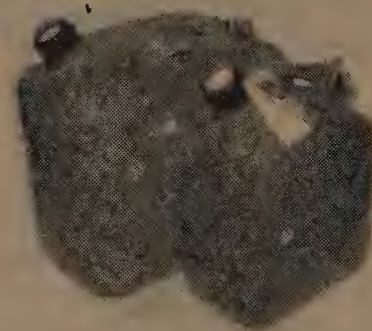
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# LETTERS

er was keeping a good lookout *astern* as well as ahead, "tremendous lights" simply do not "appear within 100 ft. of your stern, from out of nowhere". The overtaking vessel should have been spotted, even with the high sea running, at a considerable distance, which would have provided ample time to wake the skipper, exhibit additional flare-up lights, take rough bearing to determine whether risk of collision existed, and lastly, make radio contact.

From experience, it's my guess that the officer on watch didn't see the *Bounty's* running lights (too dim) and that with the "18 ft." seas present, didn't make radar contact until under three miles distant. There would have been considerable sea clutter and a fiberglass or wood hull would have shown up on the P.P.I. as an extremely weak target. On my own sailboat I have mounted *two* radar reflectors, one atop the masthead and another larger one farther down between my double backstays to insure good radar return.

Ordinarily I'd say that keeping the searchlight on for "five minutes" would constitute a blinding action, and would be in violation of the rules of the road, but in view of the *Bounty's* last minute turn starboard, I feel that this was warranted. And if the order for the turn came from down below, (reading between the lines) then this was indeed foolish.

Although the information given is sketchy, the way I see it is that the officer on watch on the overtaking vessel was certainly not "having fun scaring" or "harassing" the *Bounty*, rather this "crazy action" was merely an attempt to maneuver his vessel well and clear in this close quarters situation.

I cannot speak for the other various industries, but I can vouch for the tugs. We have two sets of experienced eyeballs looking out at all times, use our radar every night and in the daytime when in restricted visibility — we know you yachties are out there. More often than not we cannot make out your running lights until we are close aboard. We are not trying to run you down, we are just trying to keep clear and proceed on our way. Don't freak out when our searchlights train on you, and for Christ's sake don't make erratic course changes and cross our bow or between tug and tow at the last minute. Please do give us a "shout" either on 2182 K/CS or VHF CH. 16. We monitor those frequencies continuously and will be more than happy to answer your call to discuss the situation.

One final word here, a seagoing tug with tow will have some 2,000 ft. of tow wire streamed and must stay outside the twenty-fathom curve. In a meeting situation, the guy on watch may have no other choice than to head offshore, even though this may mean a starboard to starboard passing, to avoid hanging up his wire on the bottom.

I hope this letter answers David and Mary Ann's question and sheds some light on the situation for everyone else.

Capt. Bruce Carnahan  
Sonoma

Bruce — We appreciate your informative letter.

## □ INTELLIGENT COMMENTS ON AN IDIOT'S GUIDE

I would like to comment on the comments made in the December *Letters* by John Barreiros regarding the *Idiot's Guide to VHF* article that appeared in the November issue. John is right on target.

I would like to add my own little bit by reminding all radio operators that the license issued to operate the VHF equipment is limited and does not include operation of SSB (Single sideband) transmitters on the various maritime networks, even if you purchased your yacht with a 'ham'.

A novice amateur license is also forbidden to use "phone" on any



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# LETTERS

amateur band. A general, advanced, or extra class license is required for SSB phone operation.

R.C. Bold  
Sacramento

## □WHAT GIVES

I'm a sailor, but I don't get as much vacation time as some people do. So when I went to Cabo San Lucas this December, I went by plane. Hey, you gotta take whatever you can get!

While there I took some pictures, and the one enclosed came out really great — at least I thought so. I had taken a panga out to



Birds of feather flap together.

Lover's Beach where I photographed these four people who looked like they were trying to fly. I mean look at the picture, don't they look just like a flock of seagulls?

What the hell do you think is wrong with them?

Frank & Fran Johnstone  
Pacific Beach

*F & F — There's nothing wrong with those people, they're just butt surfers trying to keep sand out of their trunks. Just to be on the safe side, however, we'd keep our sons and daughters away from them.*

## □TAHITIAN REVIEW

Due to the generosity of South Pacific Yacht Charters, a crew and I were invited to look over their charter facilities in Tahiti over Thanksgiving — including a boat. We were given a superb check-out on a Peterson 44 and off we sailed into the blue Pacific. Incidentally, the boat was lavishly provisioned and very comfortable for our group of six. At the final check out day we could not think of anything we had missed — everything had been thought of by SPYC.

First we sailed to the island of Tahaa, in and out of blue lagoons fringed with jungles of palm trees and bordered by the narrow island roads. The residents were all charming, spoke French, and owned Vespas.

We departed Tahaa on clear, windy morning, sailing out the pass into the open ocean on our way to Bora Bora. All the islands here are surrounded by picture postcard reefs. The reefs look like bright green ribbons around each island, and while they are pretty to look at, they are also a grim reminder to stay clear. Once at Bora Bora we saw to it that burgees from both Cass' Marina and the Sausalito Cruising Club were on the wall.

The people and facilities on Bora Bora were great, and we had our Thanksgiving here. The snorkeling at the Hotel Bora Bora beach in

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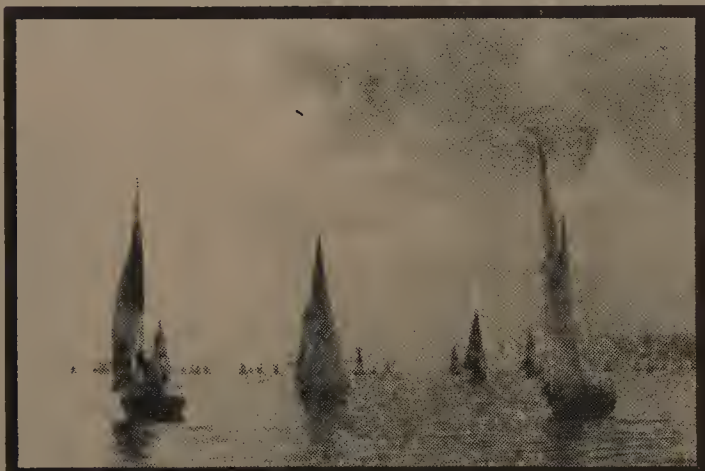
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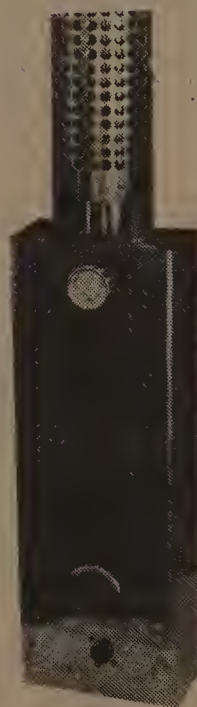
# SVENDSEN'S BOAT WORKS

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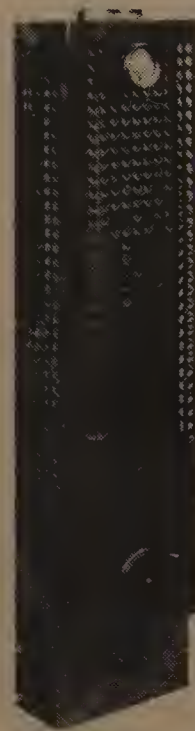
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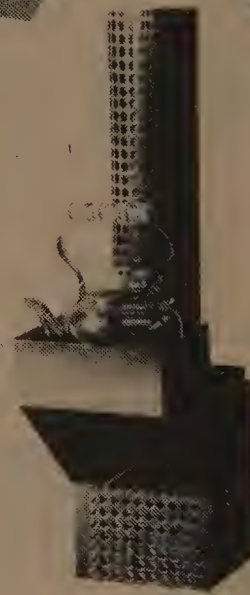
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# LETTERS

particular, was outstanding. You get the feeling you've been given special permission to swim in someone's private aquarium — glorious!

All in all it was a most refreshing way to spend a Thanksgiving — in the spirit of the holiday, too, thanks to South Pacific Yacht Charters and Windward-Leeward Tours of San Francisco, where our ex-students made the travel arrangements.

P.S. We are planning on investigating Tonga and another sailing adventure is already being planned for some of the Greek Islands.

Lois Keating-Fisher  
Cass' Marina  
Sausalito

## □ NO POINT IN BEING DESTRUCTIVE

I want to protest the threatened demolition of the Napa Street Pier in Sausalito. This patched-up, though basically sturdy community facility, provides an amenity which your area otherwise lacks as marina developments encroach to take over the waterfront.

The pier, currently managed by the Galilee Harbor Community Association, provides a home for a floating community whose presence provides talent, colour and variety in an area whose real estate values might otherwise sift out all but the ultra-wealthy, resulting in a bland, homogeneous, single-stratum suburb.

The pier also provides a base for local fishermen, as well as a haven for visiting overseas vessels to make repairs. (The rate of exchange of foreign currency eg. New Zealand \$1=48 cents U.S. makes marina facilities exorbitantly expensive). American yachtsmen in far greater numbers, a great many from Sausalito, are shown a warm welcome when visiting in other parts of the world, sometimes for relatively long periods of time.

We put in to the Bay Area on Thanksgiving Day with minor repairs to make — but still it took us ten days to organize materials and do the necessary work. The St. Francis Yacht Club, where we spent the first night, charges \$14 per day (equivalent to more than \$28 Kiwi) for our 40-ft sloop.

We were therefore delighted to be welcomed by the members of the Galilee Harbor Community Association. This group of uncommonly talented and interesting people is fighting to preserve this pier in Sausalito.

I would think that a real danger lies in letting the "offbeat" and "different" be squeezed out only to be replaced by the more regimented.

Sausalito's unique history and flavour would be wronged by making it exclusively a harbour for costly, seldom-used play things belonging to the wealthy who may have little time to use them. Surely there is room for moored and anchored vessels ("clutter on the Bay") and a community pier to serve them . . . (which once destroyed would be impossible to replace . . .)

The community would be better served in restoring the Napa Street Pier rather than demolishing it.

Michael and Jane DeRidder  
Members of Royal Akarana Yacht Club  
Auckland

*Michael and Jane — Given the amount of protected water in San Francisco Bay, you'd certainly assume there would be better facilities for visitors on boats. It's a bit embarrassing.*

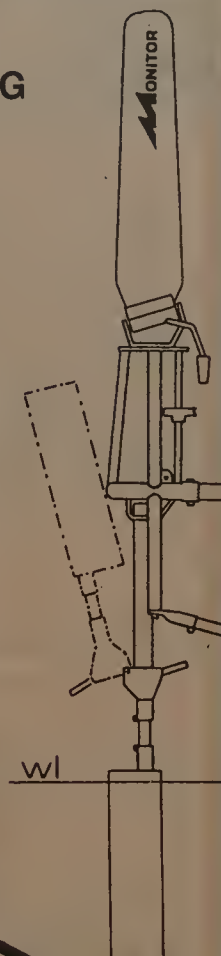
*As for the Napa Street Pier, our understanding is that it's to be torn down and replaced with a 700-ft one a little ways to the south. The proposed new pier would provide many tie-ups for visiting boats and dinghies.*

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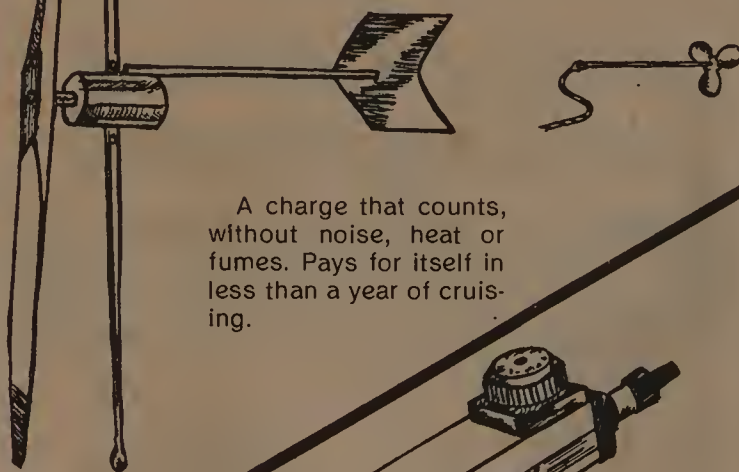
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Ask Hank Dekker, Andy Urbanczyk, Mark Schrader or anyone who has one.

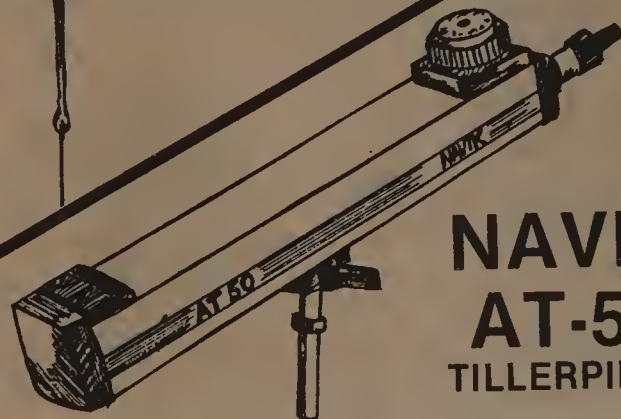


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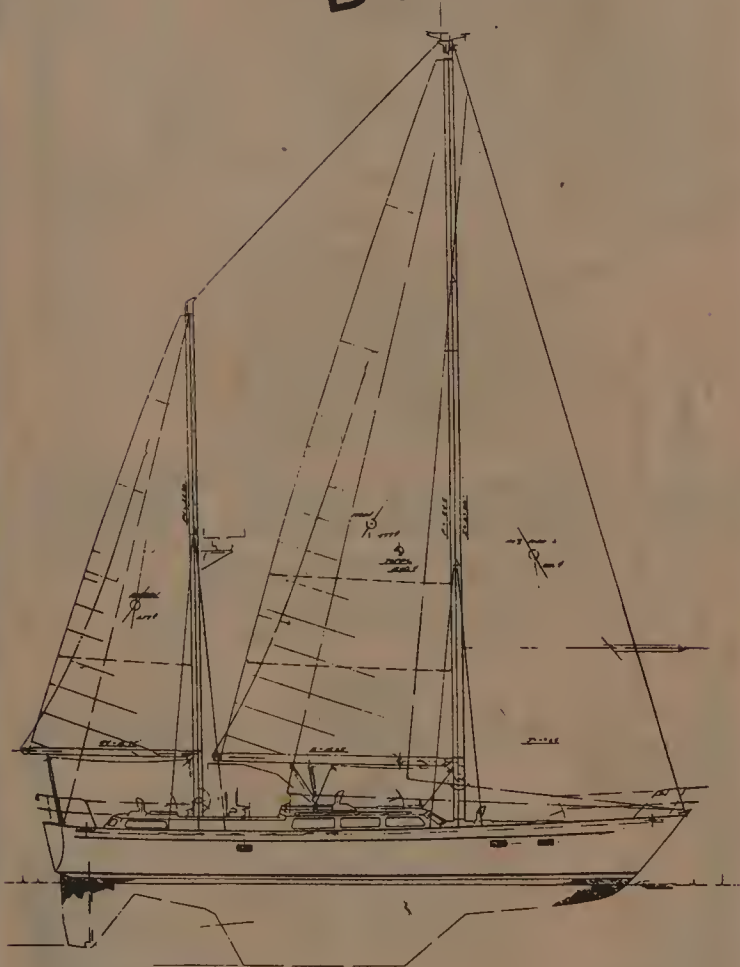
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L.W.L. .... 42'1"  
BEAM .... 15'5"  
DRAFT .... 6'4"  
DISPLACEMENT .... 44,000 lbs  
BALLAST .... 14,000 lbs  
SAIL AREA (cutter) .... 1,216 sq ft  
SAIL AREA (ketch) .... 1,240 sq ft  
DISPL/LENGTH .... 264  
C.P. .... .54  
LBS PER INCH  
IMMERION .... 2,142 lbs  
FUEL TANKAGE (approx) ... 150 gal  
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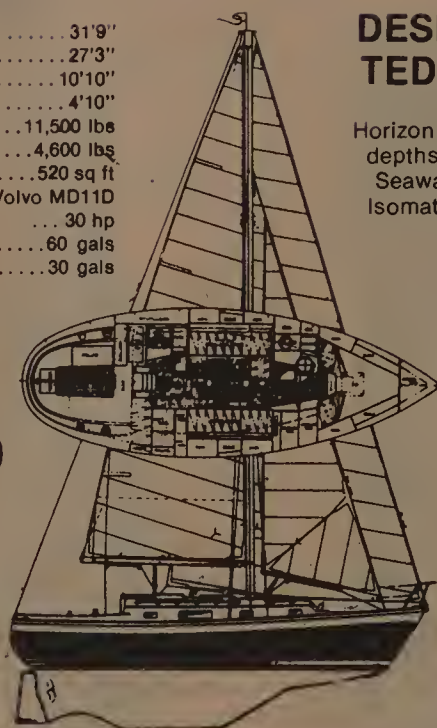
# UNION 32

DESIGNED BY  
TED BREWER

Horizon Maxi VHF, Signet  
depthsounder & knotlog,  
Seaward propane stove,  
Isomat Aluminum Spars,  
Horizon Sails

L.O.A. .... 31'9"  
L.W.L. .... 27'3"  
BEAM .... 10'10"  
DRAFT .... 4'10"  
DISPL. .... 11,500 lbs  
BALLAST .... 4,600 lbs  
SAIL AREA .... 520 sq ft  
MACHINERY... Volvo MD11D  
... 30 hp  
WATER .... 60 gals  
FUEL .... 30 gals  
CUTTER

\$62,000



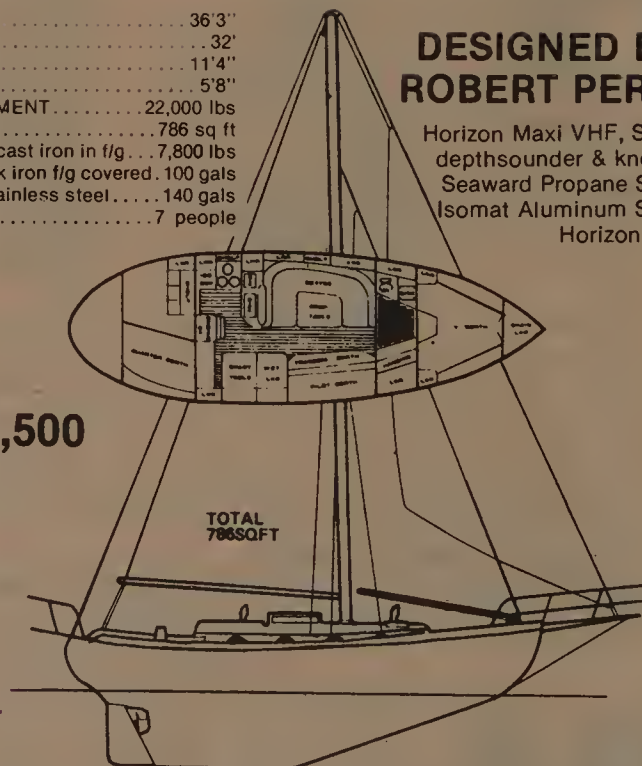
# UNION 36

DESIGNED BY  
ROBERT PERRY

Horizon Maxi VHF, Signet  
depthsounder & knotlog,  
Seaward Propane Stove,  
Isomat Aluminum Spars,  
Horizon Sails

L.O.A. .... 36'3"  
L.W.L. .... 32'  
BEAM .... 11'4"  
DRAFT .... 5'8"  
DISPLACEMENT .... 22,000 lbs  
SAIL AREA .... 786 sq ft  
BALLAST: cast iron in f/g ... 7,800 lbs  
FUEL: black iron f/g covered. 100 gals  
WATER: stainless steel .... 140 gals  
BERTHS .... 7 people  
CUTTER

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# LETTERS

Interestingly enough Supervisor Al Aramburu, who has been the driving force behind the Richardson Bay Special Area Plan, told Latitude 38 that he fully supports improving facilities for visitors on boats. He noted that the Special Area Plan called for some concessions on the part of boat owners, and now he feels they should deserve some benefits. While not being specific, he hinted at things like improved shoreside facilities, dinghy tie-ups, overnight moorings — those kinds of things. We're going to follow the future developments with great interest.

## □HAM ETIQUETTE

On June 9, 1984, Mike, W6CRD wrote us a card thanking us for sending him a QSL card. He has done us many favors while we were at sea, and we wanted to let him know how much we appreciated him being at his ham set listening to marine mobiles.

His card said he had received only two 'thank you's' for 1000 patches the last year. We just thought maybe a few more m.m.'s could let those listening on their ham radios on shore know how much they are appreciated.

Bob Jensen  
WD6AGM  
Gail Jensen  
KA6QNL  
Aboard Simoon

*Readers — We've received a note from the Jensen's that they've recently taken a berth in the Ala Wai yacht harbor and will be based there for a while.*

*They also advised us that they were thrown out of Penrhyn in the Cook Islands. More on that in next month's Changes in Latitudes.*

## □I FOUND IT DIFFICULT

In several issues I've read plugs you've put in for NAO Yachts in La Paz, so I thought I would write to let you know what it can be like doing business with them.

Last August I had to return home and left *Free Bird* on a NAO Yachts mooring. I paid in advance \$60 per month rent for the buoy and \$25 per month for bonding. I was warned by NAO Yachts of the heavy fines I could face if I didn't bond my boat.

I returned to La Paz five weeks earlier than planned and asked NAO Yachts for a refund. I moved *Free Bird* to the big anchorage next to town and waited for NAO Yachts to do the paperwork on the refund. I walked the mile and a half to NAO Yachts five times under a scorching Mexican sun trying to get my refund. I called on the radio beforehand several times, but somehow while I was in transit something would happen and the check wouldn't be ready. When I finally got the check, they had charged me for the week I had spent trying to get it and the person who signed it wasn't authorized. The signature the bank had on file looked like the scribbles of an electrocardiogram while the signature on the check was almost legible.

I also discovered they never did the bonding on my boat, but charged me for it anyway.

Brett and the secretary at NAO Yachts did their best to straighten the situation out and work very hard to keep things running smoothly. I apologize to them for writing this letter since their livelihood depends on NAO Yachts. The other people in the NAO Yachts administration are difficult people to deal with and I plan to avoid it in the future.

Marc Hightower  
La Paz, B.C.S.



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# LETTERS

Marc — We don't know anything about your particular case, but our experience has always been that it's difficult to get any kind of refund in Mexico. Cancelled plane or hotel reservations, for example, invariably involve a wait of several months. And that's if your travel agent has clout. And you rarely get all of your money back. Mexicana, for instance, charges you a 50% fee if you try and refund your ticket or even if you use it after the scheduled date. So be careful.

As for NAO Yachts, we can only report that three groups we know were very happy with chartering from them, and that NAO was not only instrumental but very generous in their support of Sea of Cortez Race Week.

The best thing we can suggest to other folks considering using a NAO Yachts mooring buoy or bonding with them is check with other people in La Paz. The yachting world is a small one, and the word gets around very quickly.

## □ WHY WAIT?

The Lake Tahoe Windjammers Yacht Club is pleased to hear that you will be doing an article on "Circumnavigating the Sierras". But why are you waiting for the "snowfall to abate"? We invite you to come to the South Shore any sunny Sunday this winter and join us in PHRF racing. Perhaps crewing on one of our ULDB's would be more suitable than hauling your El Toro all the way up the hill.

Don Newman  
Commodore, Windjammer's YC

Don — We saw a wire service photo in one of the daily papers recently, a picture that showed a Lake Tahoe sailboat frozen in place at about a 25 degree angle of heel. There's about as much chance you'll catch us sailing Lake Tahoe on a "sunny winter Sunday" as there is President Reagan running off with Geraldine Ferraro.

## □ LONG PROA, SEEKS NEW HOME

I've been a boatowner for twenty-three years around the San Diego area, and it was interesting reading the "Santa's Sailboats" article in Volume 90 where different people expressed desires for the kind of boat they would like.

A man named Peter Hogg from Stinson Beach talked about a "60-ft proa". He might like to know that my husband built a 40-ft proa and more recently a 70-ft proa, which we still have.

It is a proa outrigger, not a trimaran. It has a main hull that is 70-ft long, a 40-ft outrigger hull, and three heavy crossarms.

We've cruised south in it as well as up the coast. She's custom built and a real seaworthy vessel. I have her for sale, and if Peter Hogg or anyone else would like more information on her they can write me at Box 6994, San Diego, CA 92106-0994.

Eleanor Noller  
San Diego

## □ IF WILLIAM F. BUCKLEY SAYS SO, WHO ARE WE TO DISPUTE?

I thought *Latitude 38* had made a simple mistake or typographical error when I saw the phrase *knots an hour (kah)* used in the July, 1984 issue. After all, there were five instances of *knots* being used, while *kah* was used only once in the article where it appeared. All denoted speed. No one seems to have been confused by this. At least I knew you meant *knots* should equal *nautical miles* when you used *kah*.

So I must admit I was a little surprised by your impassioned defence of *kah*. In all honesty, I had trouble relating some of your arguments to the issue at hand, and I would quibble with your at-



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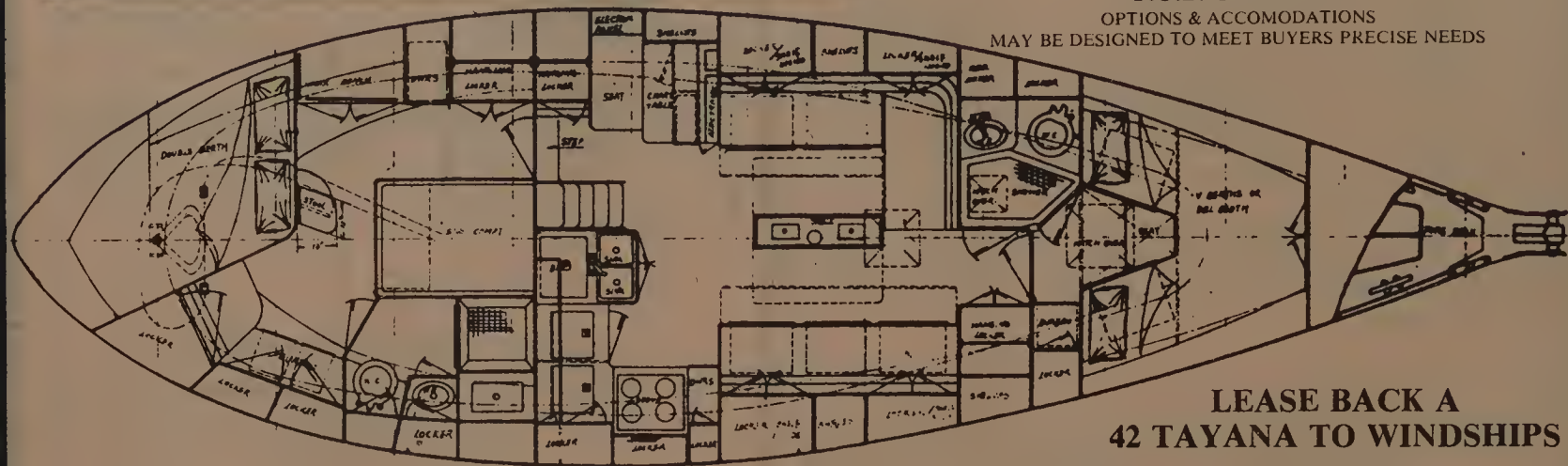
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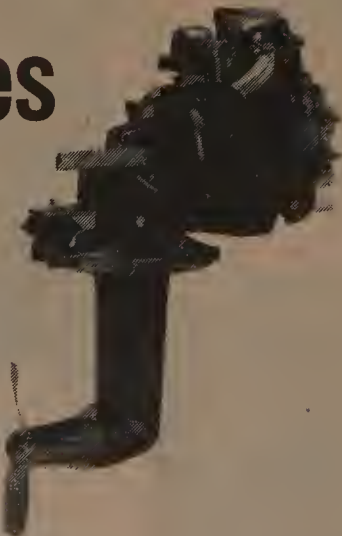
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# LETTERS

tributing acceptability of *kah* to a dictionary definition prefaced by the word loosely (no matter how many pages the dictionary contained), but I did understand your assertion that if a word or phrase is used widely, consistently, and frequently enough, it becomes acceptable.

I don't have the personal experience you have whereby I can access the accuracy of your claim that many of the world's finest sailors and seamen use *kah*, or that a vast segment of the sailing population uses *kah*; some quantification would help here; so I have to rely on sailor's writings and the small number of ordinary sailors I have had contact with over the years to access whether there is wide, consistent, and frequent use of *kah*. I have to say, I have yet to run across *kah*, only *knots*, in my contacts with sailors and in the writings of these sailors who I have recently read: Hal Roth, Jean Gau, Tristan Jones, Bernard Moitessier, Andrew Urbanczyk, Webb Chiles, Philip Weld, Peter Tangvald, Robin Knox-Johnston, David Lewis, William F. Buckley, Jr., Eric Hiscock, Donald Bertrand, Cornelius Shields, John Neal, Dennis Conner, Chay Blyth, Steve and Linda Dashew, Richard Heanderson, Arthur Beiser, Bob and Nancy Griffith, Lin and Larry Pardey, Tim Severin, Sir Francis Chichester, John Illingsworth, K. Adlard Coles, and Max Ebb.

Granted, not a vast sample. And it may be that some of these sailors use *kah* in their speech but not in their writing, or some may, in fact, use it in their writing but their editors have struck the phrase out in favor of *knots*. In any case, it seems the logical alternative open to me is to use *knots*, not *kah*, at least until *Latitude 38*, the authors of a preponderance of new sailing literature and sailing reference material, and the sailors I run into begin using *kah* widely, consistently, and frequently.

I'm pretty relaxed about this. Use it either way. I won't be confused, only amused.

Now let's turn our attention to, "The tide was so swift we made very little headway." My hero, Captain James Cook, often regarded as a seaman's seaman, frequently used the word *tide* in this manner.

Ed Laak  
Palo Alto

## □ BOATS AND STANDARDS

Once again I am taking word processor in hand to try to become a one man "Knot . . ." controversy.

Regardless of the "deep pockets" rule and any silly judgments made by juries or silly settlements made in fear of juries, the fact still remains that in the recreational boat industry we are dealing with a product sold — often — to totally ignorant people (that say "knots per hour") that can seriously endanger their lives. Remember, we are not talking defective bowling balls here.

Very few boat buyers have the necessary expertise required to evaluate the quality of such things as piping and mechanical installations. As I noted before, many boats have, for example, thru-hull discharges and shaft couplings that are regarded as unsatisfactory by commercial standards. I have seen several very expensive and potentially life-threatening failures caused by these items, and any insurance adjuster will tell you of a lot more. As a matter of fact, the common shaft coupling arrangement is so bad that there is a much better way of doing it that is still not good enough to pass commercial muster. I have also seen potable water tanks capable of being contaminated by fuel or sewage, amazing electrical installations, and all matter of dangerous aspects of arrangements — for example, an unsecured companionway ladder that came loose and resulted in a young woman paralyzed from the neck down for the rest of her life. These are generally the areas in which boats have problems. Fortunately, structure is generally less of a problem.

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Fixed keel version. ....	6'6"	Sail Area	
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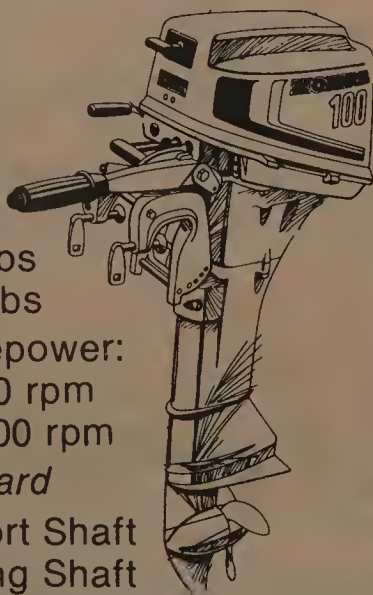
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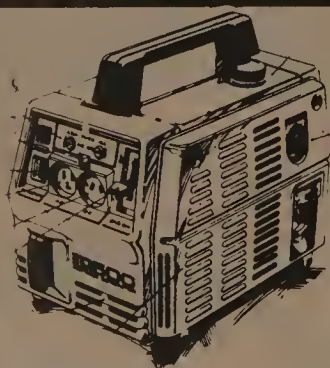
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# LETTTERS

However, the problem of structure is even more serious in terms of consumer protection, since there is no really reliable non-destructive test for FRP laminates. The basic laminating process is almost completely uncontrollable except by the actual person doing the lamination. (Unlike, say, steelmaking, which is largely controlled by automatic processes.) Thus, not even an expert can examine a boat and reliably assure the strength of the hull. Only a solid QA program by the manufacturer provides any security. Thus it is totally unreasonable to expect a buyer to assess the structural integrity of a boat, even with expert help. The buyer is therefore often helpless to determine what may be an unreasonable use for a given boat, especially since the ads invariably state that the boat is a world cruiser. (I suspect that the low incidence of structural failure has much to do with the limited use typical of yachts.) Thus someone who believes the world cruiser aspect could get into trouble.

Fortunately, there is not a severe problem with various defects in sailboats, but what is some non-expert who suffers a major loss to do? I am willing to accept the risk of perils of the sea, and my own incompetence, but not a builder who shorts something. A vessel represented as seaworthy should be.

I would like to make it clear that this is not intended to be a blanket attack on all builders. There are many builders of high quality yachts, even in the Far East. In fact, part of the problem is that there is no way for the buyer to identify the quality vessel. Thus the good is driven out by the bad because the public can't tell the difference, and good builders find themselves under pressure to cut corners.

You say that the reputable builders will be driven out. I hope to see something else:

In the commercial field, due to the mobility of ships and the requirement for shippers to insure their cargo, the concept of classing has been developed. A third party, the classification society, surveys the vessel and attests that the vessel meets certain standards, and the vessel is listed with the society. Thus all parties are protected. Rather than spending money on insurance, a builder should improve the quality of his product so it will class, and pay the classing fee. Then when he goes to court he has independent proof that he has done his best, and can thus wave a big club at the plaintiff. In addition, the buyer has similar proof of quality. Lloyds and DNV have classed yachts for years, and the ABS has issued Rules for Ocean Racing Yachts in 1982.

I would also like to point out that if a builder doesn't provide a manual with his boat, he is partially responsible for what some numb-nut does. We always write extensive manuals for commercial vessels, and this is for licensed operators, who presumably are experienced and knowledgeable. (Certain manuals and instructions are required by law for commercial vessels.) Any products liability specialist will tell you how important a manual is in a defense.

Admittedly, this is bringing a lot of professional aspects to a recreational endeavor, but a yachtsman dies just as dead as a merchant seaman. Part of the reason commercial vessels are regulated so carefully is our legal system's principle that workers and persons carried as passengers are not able to watch out for themselves as much as a person on his own property, and are therefore entitled to special protection. Though a boat is the owner's own property, he is often not equipped to protect himself.

Essentially, what the legal process is there for is to insure that persons providing a product take responsibility for their acts, and that those harmed by those acts are compensated for their loss. Admittedly, there have been any number of seeming perversions of this process, as there are in every aspect of society. Highlighting these perversions may be the duty of a perverse publication, but that does

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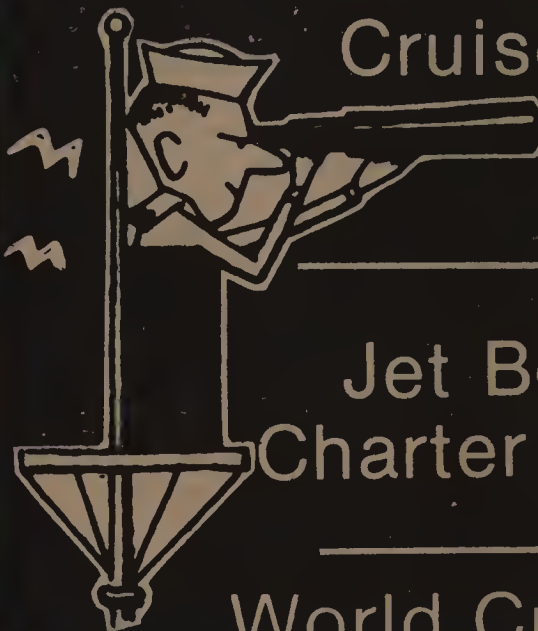
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# LETTERS

not change the very real problem of quality control in the recreational marine field.

It is also important to realize that builders, and insurance carriers, as a class invite silly lawsuits by failing to implement an adequate industry-wide quality assurance system. Without this system we will continue to see silly lawsuits as well as individuals and insurance carriers — thus all of us — absorbing unfair losses. It is, however, within the capabilities of an informed marketplace to insist that they do so.

The tradition of the independence of seamen in accepting the risks of the sea grew up in an age of competent mariners, who often designed and built the vessels they sailed in. This is not fully appropriate to our situation.

Christopher D. Barry  
Principal Naval Architect  
Lee Engineering

Chris — Yours are interesting arguments, but our personal feeling is that you've got it backwards. We think time and money would be far better spent trying to make boat operators — the biggest cause of maritime mishaps — more knowledgeable, sagacious and responsible than it is to try and completely idiot proof boats. (To say nothing of the fact we think the latter is beyond the realm of possibility, given the infinite talents of some reckless fools.)

The English used to say, "It's not the boats, but the men in them." Why you think that should be reversed or should be any less true today is unclear to us.

Ultimately the burden should be shared equally between the boat and the operator of the boat. As it stands today, we feel it's the operators that have the catching up to do, not the boat manufacturers

## □ GREAT JOB

Most of the time *Latitude 38* readers read stories about Americans and their travels to other countries. Perhaps it would be of interest to read about a man who left his country to end up settling at least for the time being here in San Rafael. His story briefly summarized is as follows:

Geoff Norwood's nationality is New Zealand. He grew up on sailboats and won his first race in a P Class sailboat at the age of nine. His three brothers and he were responsible for the care and maintenance of each of their own craft. The entire family raced actively as members of Tauranga Yacht Club for many years.

Ten years ago he moved to Australia and for three years he traveled around by motorcycle working until the sailing urge struck him once again. He began to build a 42-ft steel ketch in Perth, Western Australia. It took four years working many occupations, from communications on board oil rigs to builders' laborer, in order to finance his dream. *Genesis* was launched September '79, sea trialed until January '80. Then with \$10 and essential supplies he and three friends set off for distant shores.

From Perth they sailed south and then east across the Great Australian Bight to Portand Victoria, Australia, where he spent ten months working in a boat building yard, building a 60-ft tug and improving upon *Genesis* rather incomplete equipment and interior. From Portand Geoff and two friends sailed through Bass Straight to the Tasman Sea on their way to New Zealand. Crossing the Tasman in seven days was 1200 miles of fast, rough sailing.

He began working again in New Zealand building an 84-ft steel sailboat. Then he set off again in May of '81 for the Pacific Ocean with three friends (two Canadians and one Australian) and spent the



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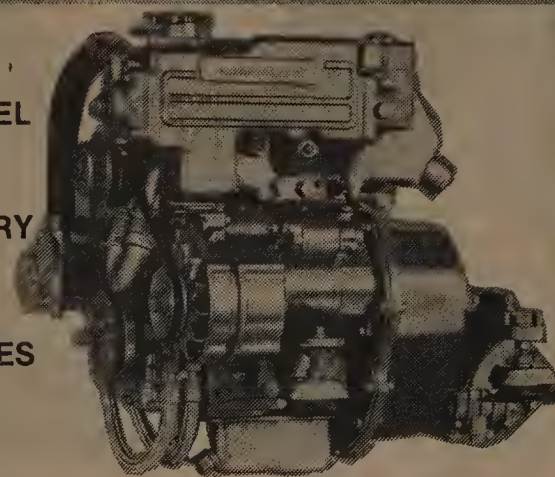
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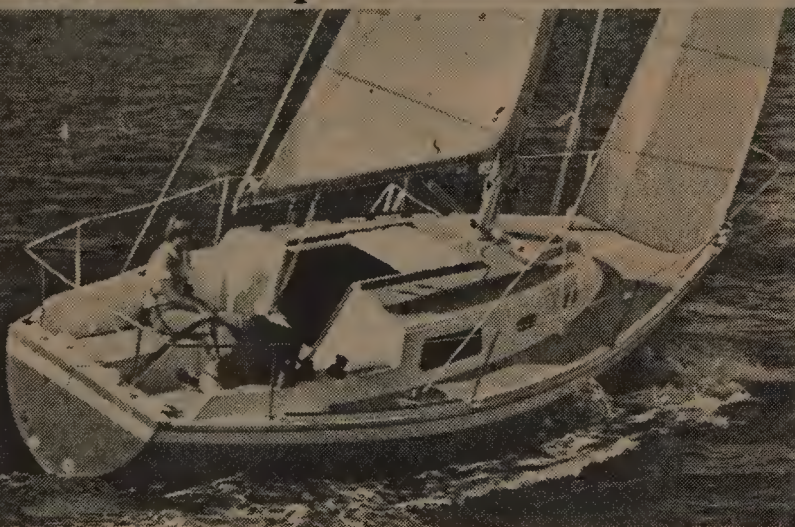
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# LETTERS

next seven months in paradise: the Tongan Islands, Tahiti and Leward Islands, Tuamotus, and Marquises before heading north to Hawaii.

Geoff spent five months wintering in Hawaii then set off solo for B.C. where he spent three months — which was enough in economically depressed B.C. So with four Canadian friends he set sail south to San Francisco where he spent six months, leaving in March of '83 heading south for Panama and the Carribean with a crew of three American ladies who had never spent any time on a sailing vessel before. (By the way, most of Geoff's crew were novice sailors.)

I met up with Geoff and the ladies the end of April in Cabo San Lucas, where the two of us spent two weeks living it up at the Mar de Cortez. By now the season was late and tropical storms already brewing, so it took little persuading for him to return north to San Francisco again. This was a difficult solo passage which he made non-stop and offshore in 25 days. One reason for returning in this manner was to avoid the rude and obnoxious officials in San Diego. Now Geoff has a permanent crew as we decided to wed upon his return. To our delight a baby girl decided to join us.

Geoff has been working around the Bay Area since his return until the boatyard here in San Rafael where we live on *Genesis* became available for lease. It's pretty run down but we have the enthusiasm and expertise to make it a going concern; allowing do-it-yourselfers and giving free the benefits of his experience in boat building, repair and ocean cruising. We will also offer a full service yard. Geoff believes a skipper-owner should recognize the importance of being able to repair his vessel, and equipment, as completely as possible in order to become self-sufficient offshore. The boatyard will be called Kiwi's Boat Repair because so many people know Geoff as Kiwi without knowing his real name.

Well, as you can tell I'm pretty proud of my husband's achievements, so it seemed only natural for me to want to share them with others.

Perhaps you'd like to meet him. He has some photos and his log to help keep fresh his memory.

Dona Norwood  
San Rafael

*Dona — That's such a great story you tell we can't imagine how we could top it. But we'll probably give it a try in a month or so. Good luck to the both of you with your baby, boat, and boatyard.*

## □ OUR MISTAKE

I enjoyed your October 1984 article *California Cruising: Oxnard and Ventura*.

However, as Harbor Master of Ventura Harbor, there is an erroneous statement I'd like to see corrected. Although I agree wholeheartedly that the boating public should be kept informed of possible dangers, such as the Santa Clara River Delta which causes some terrific wave action off the coast during stormy periods, and that anyone not familiar with our harbor should contact my office for an update on shoaling conditions of the entrance, I must disagree with your statement regarding the entrance to Ventura Harbor having claimed lives.

Historically, as corroborated by people intimately familiar with the development of this harbor, there have been several fatal boat accidents in the approaches to the harbor entrance, but not in the entrance itself. These fatalities have occurred predominantly in the surfline south of the entrance, which is the reason for our warnings to stay well offshore along the Delta. Too many times, boat skippers

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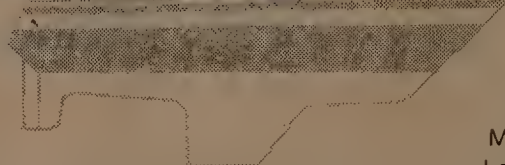


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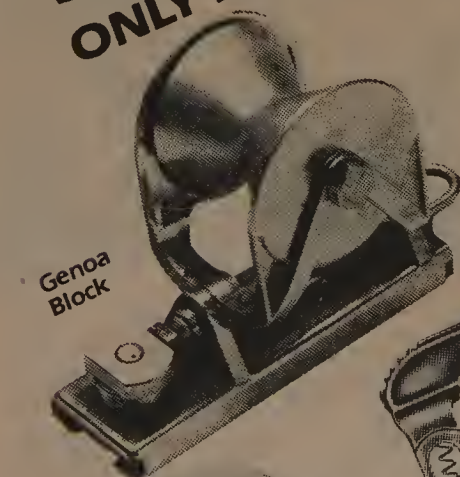
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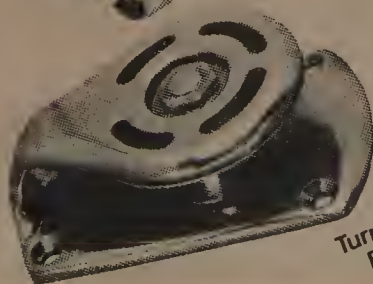
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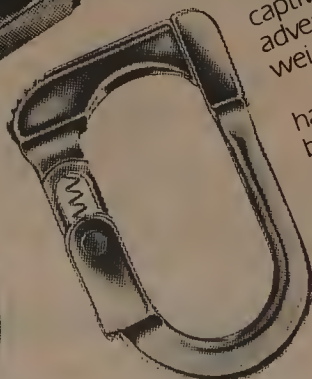
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# LETTERS

misjudge, or simply do not refer to their navigational charts regarding the shallow waters off the Santa Clara River; add to this rough seas and you have a disaster.

Thanks for the kind words about Ventura Harbor, and keep up the good work of keeping boaters informed.

John J. Tyler  
Harbor Master  
Ventura Harbor

*John — Thank you for taking the time to correct us. We'd been given the correct information but bungled the telling of it.*

*Once again we'd like to compliment you folks on the great harbor you've got down there, and what we feel is the most friendly staff along the coast of California.*

## □WHEN ELMER FUDD SPEAKS, SAILORS LISTEN

I'd like you to add Schaeffer Marine to your good guy's list. During the last YRA race off the City Front, two of their fairleads blew out when the securing pin which holds them in place on the genoa track disintegrated. An inspection revealed that rust around the weld, which held the pin, had weakened the fitting.

Though both fairleads were at least four or five years old, we took them to Svendsen's and they rushed them down to Schaeffer somewhere in L.A. To our pleasant surprise, in a week they shipped us back two brand new ones free of charge, explaining that our old ones were damaged beyond repair.

See you at Cabo San Lucas Race Week! We're chartering a boat from NAO.

Bill and Susan Nork  
Elmer Fudd

*Bill and Susan — Cabo San Lucas Race Week? Never heard of it. Hope you mean Sea of Cortez Race Week.*

## □BULL RUN

Winter seasons greetings from the sailing contingent in Trinity County. We've been getting a lot of snowfall in recent weeks and haven't come close to putting a sailboat in any of the mountain lakes since October.

On October 6, though, a small but ardent group of El Toro sailors responded to Hank Jotz' invitation to the 2nd Annual Trinity Lake Cruise. The weather that day reflected autumnal changes — glowering thunderheads and shifty winds, sometimes steady at 10-12 knots. It was an exciting ride for beginners!

We saw ducks speeding over the water, had a picnic lunch while perched on boulders near the shore, and explored an arm of the lake to its headwaters. On the return trip, one experienced Whisky Town Sailing Club member caught an underwater snag with his center-board and spent considerable time bailing and generally drying out.

A campfire, potluck barbeque and impromptu drum circle happened that night at the Jotz A-Frame. Anyone interested in a mountain sailing adventure should definitely plan to join us next year.

Happy winter solstice!

P.S. Has Dawn Gaston's book been published yet?

Kawasaki Sam  
Rush Creek, California

*Kawasaki — We've not seen or heard about Dawn's boat recently. Latitude 38 readers will be glad to hear that Mark Jotz added a little trailer note, indicating that he'll be dropping Bear Grotto into Trinity Lake about June. He says he'll spend a month exploring the lake and anchoring in the coves. "It's sorta like cruising Desolation*



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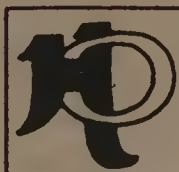
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# LETTERS

*Sound in British Columbia," Hank says.*

## □IT WILL BE REPAIRED!

With regard to the *More Problems* letter from Wendy Robinson, *Yacht Seafarer*, [Volume 90], and her disintegrating Zodiac sport boat, let me say this . . .

I've sold many thousands of Zodiacs in the past 20 or so years and have never heard such a sad tale as hers before. If what she says is true, Zodiac will repair or replace the boat without question! But, the boat must be returned to us as spelled out in the written warranty, to be inspected and corrected. I have written to her about this to no avail and all we get are more complaints, threats, etc. They keep moving all over the South Pacific Ocean, letting me know where they have been, but not where they're going! So how in the hell can we do anything about her problem?

Stop bitching Wendy and send us the boat and it will be rectified! (Freight prepaid, of course, as specified in the warranty.)

Frank G. Ballintine  
Zodiac Boats  
Redwood City

## □ONE POSTCARD WOULDN'T DO

I thought I'd write you all a postcard but what I've seen here in Europe will take up several, so I'm writing a letter. It's raining here in Paris and I'm sitting in a cafe looking across the river to Notre Dame cathedral, working on my second *vin rouge* (pronounced vahn), and digging every second of it.

Didn't come here to go sailing really but everywhere I go I find myself close to the water looking at what's going on in the sailboat and sailboard scene. Here's a little of what I've come across:

The most sailing activity I've found on this short trip was in Ireland. Interesting place, Ireland. If you want to get anywhere in a reasonable amount of time, a car is a must. The Irish who rely on local buses, often end up hitchhiking. But I digress.

It was warm in Ireland. What I call muggy, they called "soft". I started out on the Connemarra Peninsula, which is famous for its desolate beauty, ponies, and hookers. At a place called Casla, I spoke to an amiable old guy who had an accent more like Jamaica's Bob Marley than what I thought would be Irish. He told me about a nearby quay where there were a couple of hookers, so off I went to check them out. Irish hookers, in case you're wondering, are sailing work boats. They're rough and pretty, with plumb bows and open cockpits. It looks like they use local rocks for ballast. Also at this little harbor were some currachs (actually modern developments of the ancient ones that were made partly of leather) and a sweet little wooden sloop that was right out of the pages of *WoodenBoat* magazine. Kind of a butterfly among moths.

It was pouring (who'd want to see Ireland any other way, I kept telling myself) in Galway when I saw some sailboarders ripping around about a mile away from where I was staying. I waited 'til the next day, which was cloudy and windy — not raining, thank you, to go down to their hangout on the strand to see what was going on.

There I found a friendly group of about 20 young and middle-aged men and women, rigging and launching quite an array of equipment, from spongy old windsurfers and oddly-shaped boards of questionable origin, to some really nice semi-custom Irish-made boards. The latter were epoxy and foam, very light and shaped to the current standards for that type board. Everyone, including the guys on the older, weirder boards, were really good. The wind and water conditions were much like Crissy Field. One guy was out about half a mile, jumping high on the short chop and almost never falling. The

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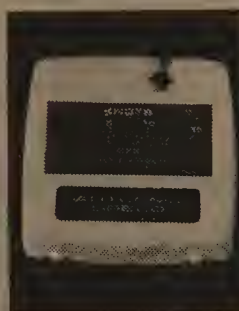
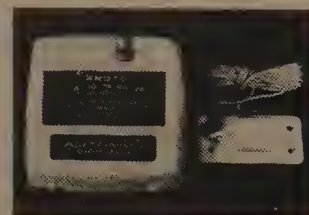
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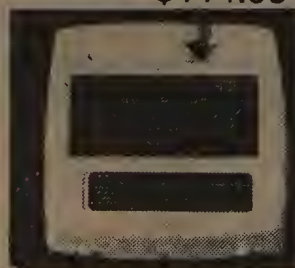
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# LETTERS

only thing that was consistently different was no one seemed to do any fast jibes. They jibed very slowly and cautiously, and they took off again. Don't know why.

Next stop in Ireland was Kinsalé, one of the country's big sailing centers. The Spanish, helping the Irish in their fight against the British, were defeated there in 1602. Alexander Selkirk left from there in 1702 on his way to a marooning that was the basis for the story of Robinson Crusoe. The *Lusitania* was sunk off Kinsale Head. And it's the home of international yacht designer, Ron Holland's bar and restaurant called The Spinnaker.

Actually The Spinnaker is located in Scilly, which is to Kinsale as Belvedere is to Tiburon — only on a much smaller scale. The place is like a yacht club bar/art gallery combo. The sailing crowd is there, sailing magazines are on the tables and on the walls are the recent works of Ron Holland. Framed in glass were big impressive line drawings of a 100-ft motorsailer. These weren't the typical line drawings you see in sailing magazines either. They were complex and very detailed — serious working drawings.

Right next to the bar was a shot of my favorite Holland designed ULDB — Nolan Bushnell's 67-ft *Charley*. It's a helicopter shot, bow on, of *Charley* surfing off Diamond Head as she finished first in the 1983 TransPac. Chuck Hawley and another guy are sitting on the bow pulpit while the boat's doing 16 knots.

Mizen Head and the surrounding countryside is outrageous! What I would give to have had a good mountain bike to cruise around the deserted roads and paths with! The Coast Road from Bantry to Mizzen Head offered beautiful vistas of Bunmanas Bay and the sea. The weather was warm with no rain and sparkling clear air. The beach located near Mizzen Head is one of the prettiest I've seen. It's on Roaringwater Bay — great name — and although I don't doubt it lives up to its name, it was calm, the wind was light offshore and the whole region had to be one of the great vacation spots in the world that day.

The people who live around there must be pretty honest. While hiking around a marsh near Crookhaven, I came across an inflated Avon, sitting near the water next to the trail. No one was around and my guess is that a local just leaves it there to use when he or she pleases. No apparent worries about it being stolen. Try that around California!

Crookhaven was quiet, as if everyone had gone home because summer was over. It's located in the same picturesque area as Mizzen Head, and there is an anchorage right there where a few cruising boats and a tri were tucked away. In the big parking lot that was more or less the center of town was a battered and stripped race boat about 27-ft long resting on its side. I thought it might be a leftover from the killer Fastnet Race in 1979, but it was, in fact, left over from a storm last winter. Only a few miles south of Crookhaven is Fastnet Rock; thinking of that storm and the ominous name of Roaringwater Bay, I was glad to have seen the area in such great conditions.

I used my Eurailpass for the first time on the overnight car ferry from Rensselaire to LeHavre. I met an Israeli soldier who served in the bomb squad back in the Middle East war zones. As we crossed the Channel at night, I tried to explain how to read other ship's running lights. He had a tough time believing that on such a big ocean ships can still plough into one another. The next day I asked for and got permission to visit the bridge. Amnon, the bomb expert, and I got there just in time to see a big 75-ft schooner pass just a couple of hundred yards off the bow! Not quite a *Secret Love* incident, but a timely example for my bomb squad friend. There was no real danger, as the ship's crew had been watching the progress of the schooner for a long time. The captain just shrugged.

After arriving on the continent, the next time I got near the water



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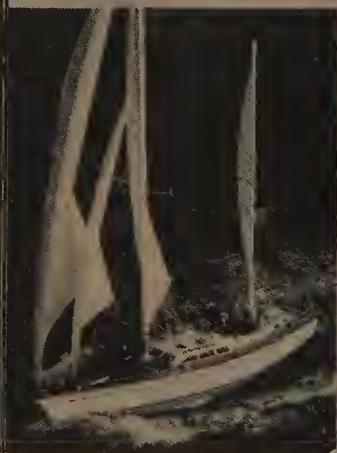
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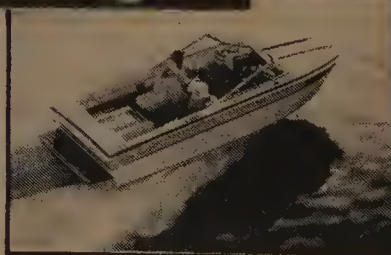
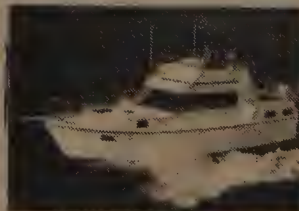
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# LETTERS

was a few weeks later. I'd been spending time doing all the cultural things one must do on a first trip to Europe. The Uffizi Gallery, Michaelangelo's house, trying to find restaurants recommended by *Let's Go Europe*. Venice was great, but you haven't seen a crowd 'til you've been there. Did you know that gondolas are built twisted and asymmetrical? That's so they keep going straight when rowed from one side only. "Downtown" Venice is packed with workboats, tourboats, police boats, Lake Tahoe-style cruisers, gondolas — everything. There were a couple of big sailing yachts near the Rowing Club and a sailboat harbor out near the Lido. I think it would be instant death if you went swimming there. If the powerboats didn't get you, some organism would.

In Verona I spotted a VW bus stacked with sailboards and masts, so I walked over to see if they could give me the scoop on nearby Lake Garda. They were on a "surfari" from Germany and said the mountain lakes were without any wind — at least when they were there. They were headed for Sicily. When they learned I was from Santa Cruz, they wanted to hear about the surfing at Waddell Creek. Boardsailing is sometimes called surfing in Europe, so I started to tell them about the wind and World Cup competition there. No, they wanted to hear about the regular, no sails type of surfing. They had learned to ride waves in Biarritz and had heard that Waddell Creek is great on a south swell. I was happy to tell them it was.

They were right about Lake Garda. The day I was there, there was not a breath of wind and haze cut the visibility to about two miles. I could see enough, though, to know I'd like to try it out again.

It wasn't until I got to Lausanne on Lake Geneva that I saw my first Garda 40, the outrageous 40 footer that weighs only 4,000 pounds and has wings for the crew to hang off of with trapeze wires. The one I saw was called *Akva 8*. It was a kind of a Swiss punk yacht. Not only were all the hardware and the fold-up wings outrageous, it wouldn't stand up straight at the dock. It looked funny, next to all the proper and beautiful yachts, to see the tallest stick in the harbor leaning over at about a 15 degree angle of heel. I guess the weight aloft on such a light boat simply pulled it over until it rest on the turn of the bilge.

So here I'm sitting in Paris, miles from any major body of water, and still loving every minute of it. Actually, I'm amused that sailing is still all around me. Today, on my way to the Eiffel Tower, I came across a kid practicing duck jibes on his sail-equipped skateboard in front of the Air France Terminal. And right next to the Maubert-Mutualite Metro Stop is an incredible model shop that has a collection of radio-controlled sailing models that'll make you wonder! A boat about 4-ft long with a mast about 5-ft tall and a huge, permanently-rigged tri-radial spinnaker. In sign language the owner told me it only goes downwind. Can you imagine being at the controls?

It's dark now. The tourboats have been going by with their banks of floodlights eerily lighting up Notre Dame. The *vahn rouges* have been stacking up, and I think I'll wander down the alley for some food.

Peter Costello  
Santa Cruz

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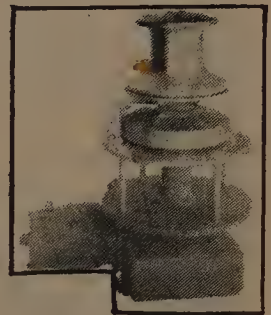
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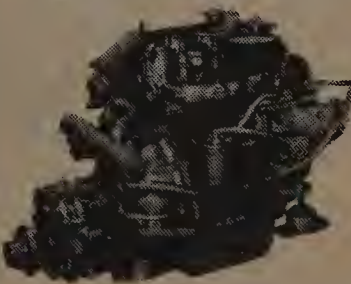
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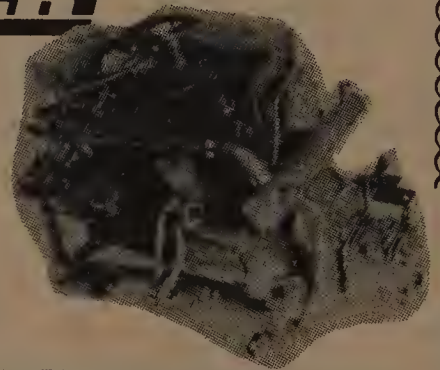
### DIESELS

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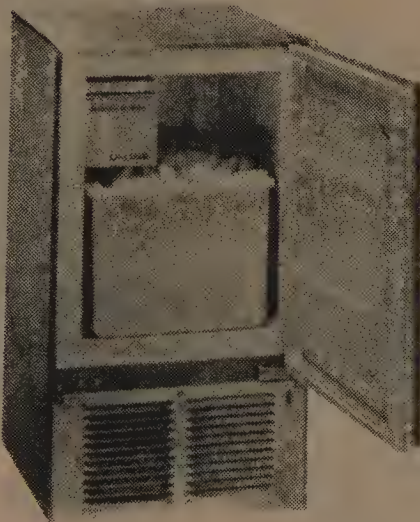
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# LOOSE LIPS

D.J. takes requests . . .

She goes by the name "D.J." (Debra Joyce) Cone and says, "I don't play records, but I do take requests." The 26-year-old entrepreneur from Mill Valley, recently started a business called Oasis Extraordinaire, Inc. Her service, which is called "Your Personal Paradise", provides what she describes as "hours of pampering, nurturing and tender loving care by at least two attractive companions focusing on intimacy, tranquility and sensory and fantasy exploration."

And what does that have to do with sailing? Well, not too much, although D.J. used to sell sailboats for Dick Levine at Sailboats Sausalito until he mysteriously disappeared a couple of years ago. In fact, Debra says she sold eight boats in the last quarter that she worked there.

She sees her current venture as very similar to sailing. "Both involve luxury, fantasy and relaxation," she says. "Could boatowners have their fantasies fulfilled on their boats?" we asked. "If people own boats," she replies, "there's a good chance they're well on their way to fulfillment." Good point. It's the two (at least!) attractive companions and the hours of pampering that has us intrigued, though.

## Grenada of the South Pacific?

Several hundred miles east of Australia lies the French Overseas Territory of New Caledonia, which consists of the island of New Caledonia, the Loyalty Islands, the Isles of Pines and the Quen Islands. Some 250 miles long and 25 miles wide, the island of New Caledonia is by far the biggest among them.

One of the seemingly few Pacific Islands not discovered by Captain Cook (Bougainville beat him there by four years), nonetheless it was Cook's name that stuck. Originally a penal colony for 40,000 French crooks and criminals, most of the native population rebelled continuously until 1917, at which time there followed half a century of relative peace.

Recently, however, the trouble has started anew with a rather serious effort afoot to get rid of the French. Many of the 130,000 New Caledonians — a little more than a third of them are of European descent — think it's a great idea, but certainly not all.

The most vocal opponent is one Roger Ludeau, who claims that those behind the most recent ruckus are really being controlled by the Soviet Union which hopes to establish a Cuban-like presence in the South Pacific. No friend of communism, Ludeau would like it if the U.S. Marines returned — it has been a major base during World War II — and do a little Grenada-style house cleaning.

But he doesn't want to stop there. It would be just fine with him if they broke away from French rule completely and became the 51st state of the United States. Many Phillippinos wish their country would become one of the United States, also, but the prospects don't look good for either one. Accepting the fact that his dream is just a long shot, Ludeau's Friends of America party have nonetheless taken to spray-painting walls with catchy slogans like "Viva USA" and "USA will return".

An alternately arid and lush tropical land, New Caledonia has a population of 131,000, nearly half of whom live in the capitol of Noumea. Unusual for South Pacific islands, it's rich in mineral resources and has a capitol that features fine French restaurants and trendy clothes stores.

Long a popular destination with Kiwi and Aussie cruisers, New Caledonia gets consistent trades for much of the year. While featuring tropical temperatures in the 70's and 80's, many people are surprised how little humidity there is. The Club Nautique de Caledonie, with several hundred yachts permanently berthed in Noumea, is the

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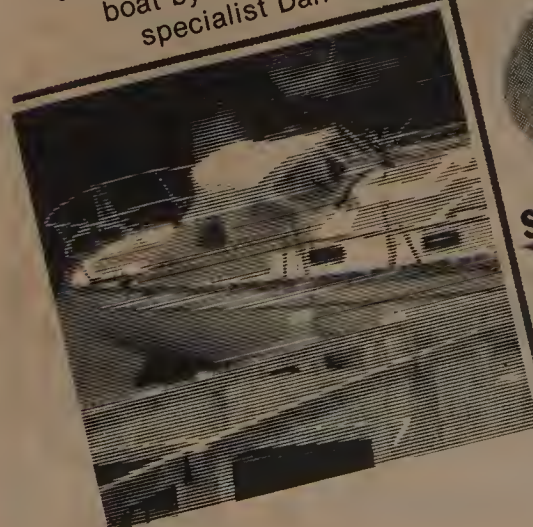
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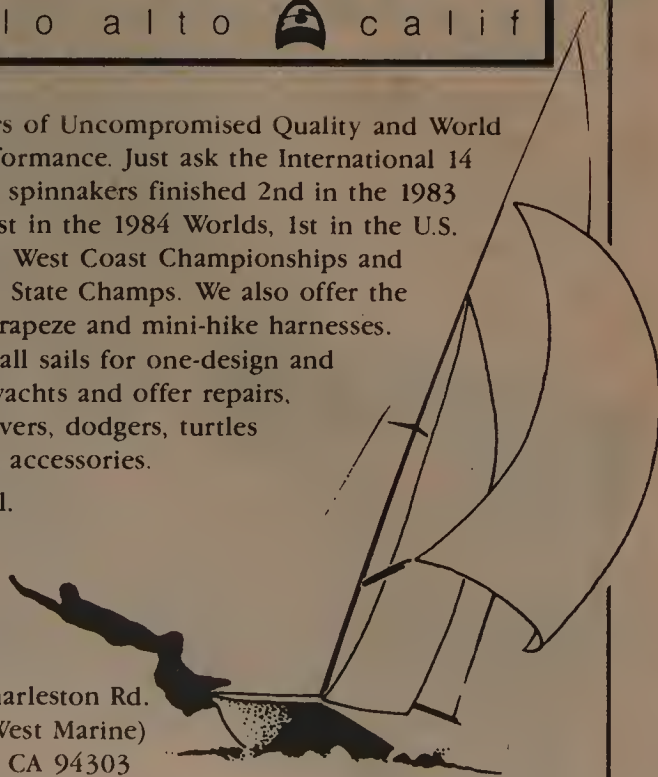
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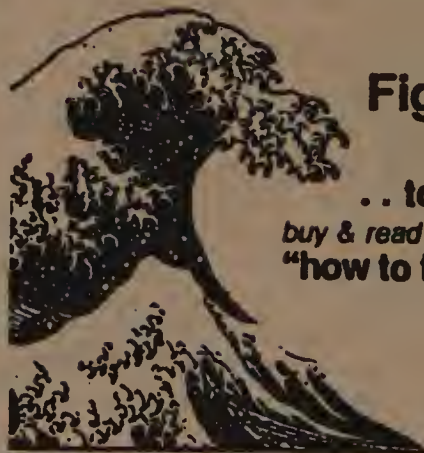
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# LOOSE LIPS

center of cruising activity — at least until the commies take over.

The real thing . . .

Every now and then you read articles in sailing magazines about the so-called 'cruising blues'. This is yachties bemoaning the fact that solitude can be unnerving, that many countries are more primitive than they had imagined, and that cruising doesn't suddenly clear up all of life's problems.

All those may indeed be the cruising blues, but they're the wimpy kind. The real cruising blues are the feeling you get when you confront something really unexpected. For example, we'd been offshore a few days and were all ready to freshen up a bit when we unzipped our toiletry kit and . . . what the hell!

The truly horrible had happened. By some demonic twist of fate the cap on our coconut flavored No. 15 Tropic Tan sunblock had come off, inundating everything. Every bristle in our daughter's Mickey Mouse toothbrush was covered, the tube of regular flavor Right Guard was gooped up, the lime flavored Rise shave cream was a sticky mess, as were the Q-Tips, the herbal shampoo, three Gillette disposable razors, the cinnamon flavored dental floss and the cola flavored lip gloss. And the canvas toiletry bag.

We contend that cruiser's who have yet to face such a mess don't really know what the cruising blues are all about. A couple of Valium ease away most cruising blues, but a whole vial couldn't rid the depression brought on by the great toiletry debacle.

Use some clearasil and call me in the morning . . .

The National Marine Manufacturers Association (NMMA) recently published an article in their November 30th newsletter saying that "boat pox" is a minor problem. Also referred to as osmotic or gel coat blistering, this condition has come under considerable media scrutiny recently [See Volume 86, August, 1984]. There have been reported cases of severe gel coat blistering on some fiberglass yachts, with no conclusive reasons as to why the phenomenon occurs or what exactly can be done to stop it.

The NMMA, however, based on surveys by the National Boating Safety Advisory Council and the National Association of Boat Manufacturers, maintains that blistering is a minor problem. It's "rather like peeling paint on a wooden hull," says NMMA president Jeff Napier. He adds that it rarely leads to delamination or structural problems in the hull. We'll go along with that assessment, although the notion that fiberglass boats are low maintenance items sort of disappears in a cloud of smoke. You can either scrape paint off your wooden hull or grind and fill blisters on your fiberglass one.

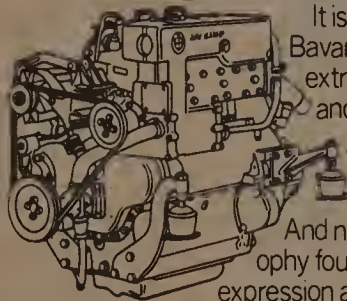
Medical q's and a's . . .

In this month's features you'll find a story on seagoing first aid kits, with some general hints on medical safety at sea. If you have specific questions on this subject, we're pleased to offer you the opportunity to have them answered.

Dr. Dickie Lynn Hill, D.O., U.S.N., is licensed to practice medicine in California and currently works in Vallejo as a doctor. He also teaches at the California Maritime Academy. He is a certified instructor in basic CPR and advanced cardiac life support. In addition, he owns a 36-ft sloop and has cruised the Southern California coast and the Caribbean.

You can write your questions to Dr. Hill care of *Latitude 38*, Box 1678, Sausalito, CA 94966. Our plan is to print your inquiries and his responses in the *Letters* section.

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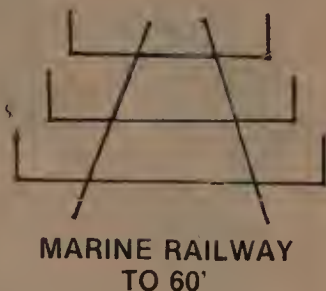
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20' Cal '65 slp, fg, ob	3,500
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27' Cal slp, fg, ob	29,500
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# LOOSE LIPS

## Boat show seminars.

Some people, like Max Ebb, go to boat shows to meet interesting people and see the latest accessories. Others go to see what kind of deal they can get on a new boat. Still others take advantage of the seminars and special presentations. This year's International Boat Show at San Francisco's Moscone Center, which runs from December 28th to January 5th, has tons of the latter. You could probably get a semester's worth of college credit from all the lectures, movies, demonstrations and even fashion shows that are going to be offered!

Starting on Friday, December 28th, for example, you've got a preview clinic on survival at sea at 2 p.m., followed by a presentation on "Selecting and Maintaining Cruising Sails" at 4 p.m., an hour long film on the first explorers of Polynesia at 7 p.m., an explanation of how to charter your own private yacht with captain and crew at 8 p.m. and the incredible movie "Round Cape Horn" at 9 p.m. And that's just the first day!

Other shows you won't want to miss include ones about learning to windsurf, sailboard sail design, big boat sailing on the Bay, outfitting for offshore cruising, islands in paradise, and even a fashion show of the latest in yachting wear.

The International Boat Show runs from noon to 10 p.m. on Saturday and 10 a.m. to 6 p.m. on Sunday. Adult admission is \$4. For more information, call 436-4664.

## Lay low liveaboard . . .

In this and previous issues of *Latitude 38* we have recommended that liveaboards who want to remain liveaboards should keep a very low profile. The problem is that while your marina owner may not care if you live aboard or not, he sure as heck can't admit to it in public. That's because he's far from free to do as he pleases with his marina.

And this just isn't something we've made up out of the wilds of our mind. There's some evidence that such a scenario is being played out right now in a Bay Area marina, one we're not going to identify in an attempt to protect everyone involved. The circumstances are that a number of people have been living in the marina for years, about the same number that live in most marinas. There have never been any problems, at least up until now. The difference is that now the owner of the marina wants to clean up his place — it needs it — and do some expansion.

Trying to do anything to a marina these days is a monumental headache because of all the permits, approvals, studies, and public comment necessary. Most people would be stunned if they realized all the time and money this requires. As we understand it, every time this marina owner takes his proposals to the city planning commission, the old ladies who live nearby turn out and start complaining that the liveaboards in the harbor are responsible for traffic, parking, and other problems — to say nothing of violating the public trust.

Now we have no idea what goes on in the marina owner's mind, but we suspect when it comes down to either defending the controversial concept of liveaboards or going ahead with his marina improvement and expansion, he's going to choose the latter. And in order to do that, he has to throw the obvious liveaboards out. There simply is no choice in the matter.

We called up the owner of the marina to try and confirm this hypothesis. You know what he said? He told us, "We don't have any liveaboards". Which is exactly what we expected him to say, and in fact is the only thing he could say.

So what should you say if someone asks you if you live on your boat? Try, "No way, Jose." If not for your sake, for everybody else's



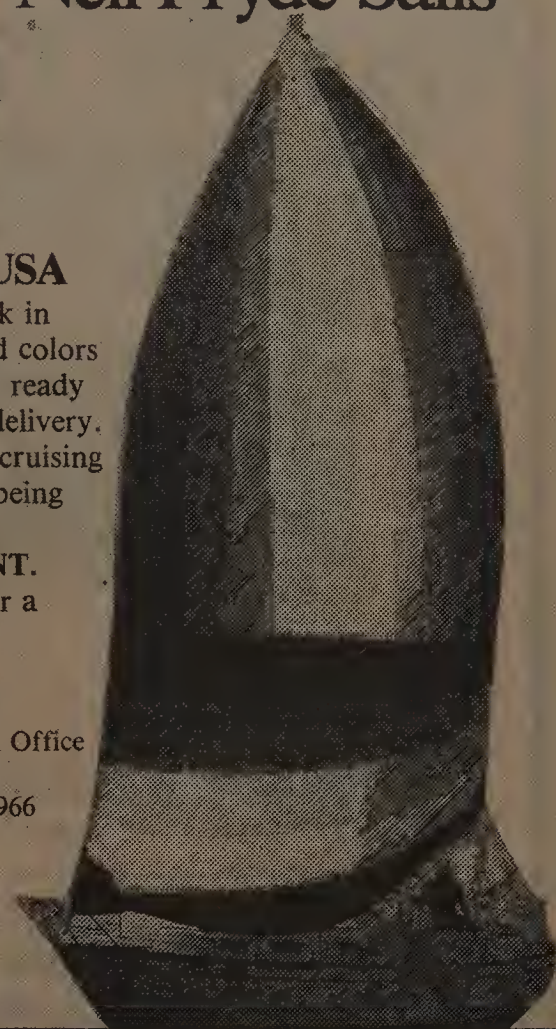
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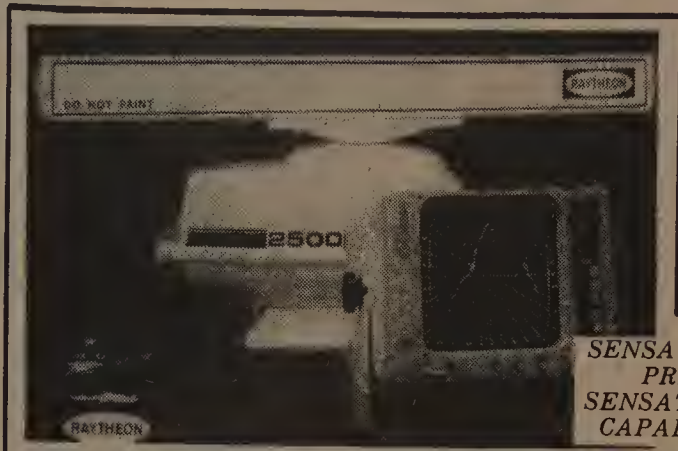
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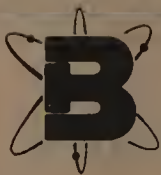
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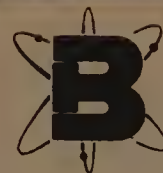
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# LOOSE LIPS

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Ahh, nirvana — that mystical, heaven-like place characterized by freedom from pain, worry and all the other junk that make up the workaday world. Most of us heathen types gave up trying to reach it long ago. After all, how great can a place be if you have to *die* to get there? Well, if there's any hope left for you, and you want to know what nirvana for sailors might well be like, a glimpse may be possible in this life — and you don't even have to climb a mountain in India to look for a bearded dude in a robe. All you need is one week, plenty of suntan lotion and \$12,000. Then call Jo Bliss and Kathy Fay, Inc. Quality Yacht Charters and arrange where to meet the Pedrick 81, *Nirvana* for seven days of sailing in the Caribbean.

You'll remember Marvin Green Jr.'s *Nirvana* as the big, blue maxi that dueled it out for the Clipper Cup and Big Boat Series with the likes of *Boomerang*, *Kialoa* and *Sorcery*. (*Nirvana* placed fourth in both series.) While many of the other maxis are little more than aluminum gymnasiums below, *Nirvana*'s interior shows that comfort was just as important as speed. Among other amenities, she features two private staterooms, complete with their own heads, in the all teak interior.

By the way, the \$12K includes a crew of four, food, windsurfer, water skiing and a TV with video camera. This last so you can document to your sailing friends back home that, yes Virginia, you can take it with you — at least for a week.

Is this what they mean by trickle down?

One of the common arguments used to justify hi-tech yacht racing, which is in most cases obscenely expensive, is that advances in equipment and design will help. A case in point is the appearance recently of several cruising boats sprouting winged keels. These are, of course, adaptations of Ben Lexcen's infamous *Australia II* 12 meter design which captured the America's Cup in 1983. Lexcen wasn't the first to conceive of the wings, but there's nothing like breaking a 132 year winning streak to get people's attention.

Seattle yacht designer Robert Perry, after much study, is now offering for the Islander 34, both a deep keel and a shorter, winged version, as shown in the drawing. "The wings don't make better keels," he says, "but they do fix bad keels."

Put briefly, one of a keel's major problems is water trying to slip underneath from the high pressure (windward) side to the low pressure (leeward) side. On a long blade with a relatively thin tip, this is less of a concern, but on shoal draft boats with long keel bottoms it can be very inefficient. The wing acts as a fence to keep the water flowing aft along the keel rather than escaping underneath.

It's interesting to note that the more Perry studied the issue — including time at Boeing labs — the more he came to the same conclusions that Lexcen did for *Australia II*. Lexcen had a draft limitation because of the rules that govern 12 meter design, while Perry is more interested in allowing cruisers to venture into shallow waters. Had the Australians lost their challenge for the Cup, things would probably be business as usual in the shallow draft keel department, but it's clear that now they're not.

With some reservations, we have to admit that this appears to be a case where all those millions spent to win a silver cup have really had a direct, positive effect on the rest of the sailing world. It would be nice to think that the next America's Cup campaign will bear equal fruit, but that remains to be seen.

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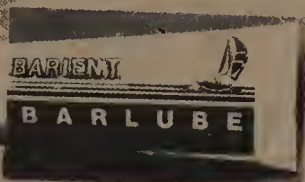
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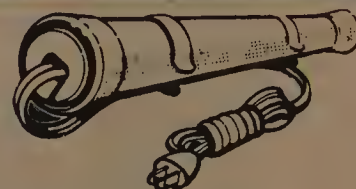
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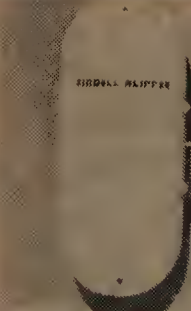


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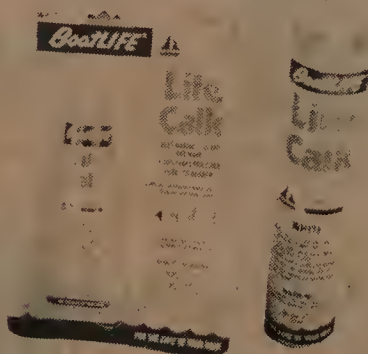


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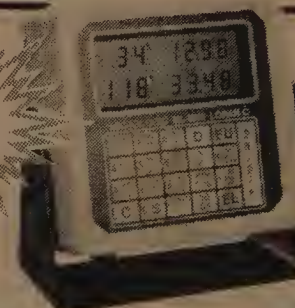
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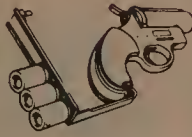


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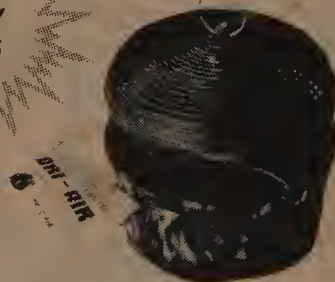
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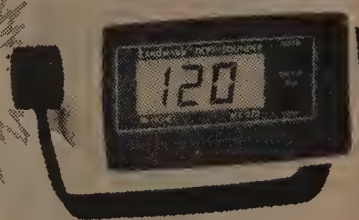


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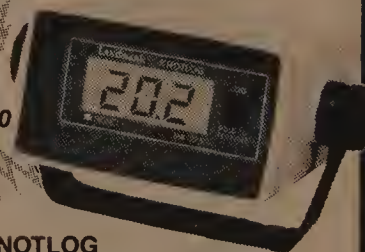
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# West Marine Products



## **rilly big shews**

We know many of you are picking up this issue at one of the two big boat shows — the International Boat Show, scheduled for December 28 to January 5 at the Moscone Center, or the San Francisco Sports and Boat Show at the Cow Palace on January 4 to 13. If you didn't pick it up here, plan to attend one or both shows anyway. It's a great way to get your mind off this bleak and dreary weather. In addition to the latest go-fast and/or go-comfortable boats and equipment, each show will have seminars and films to pique virtually every area of sailing interest from rounding Cape Horn in a square rigger to learning to windsurf.

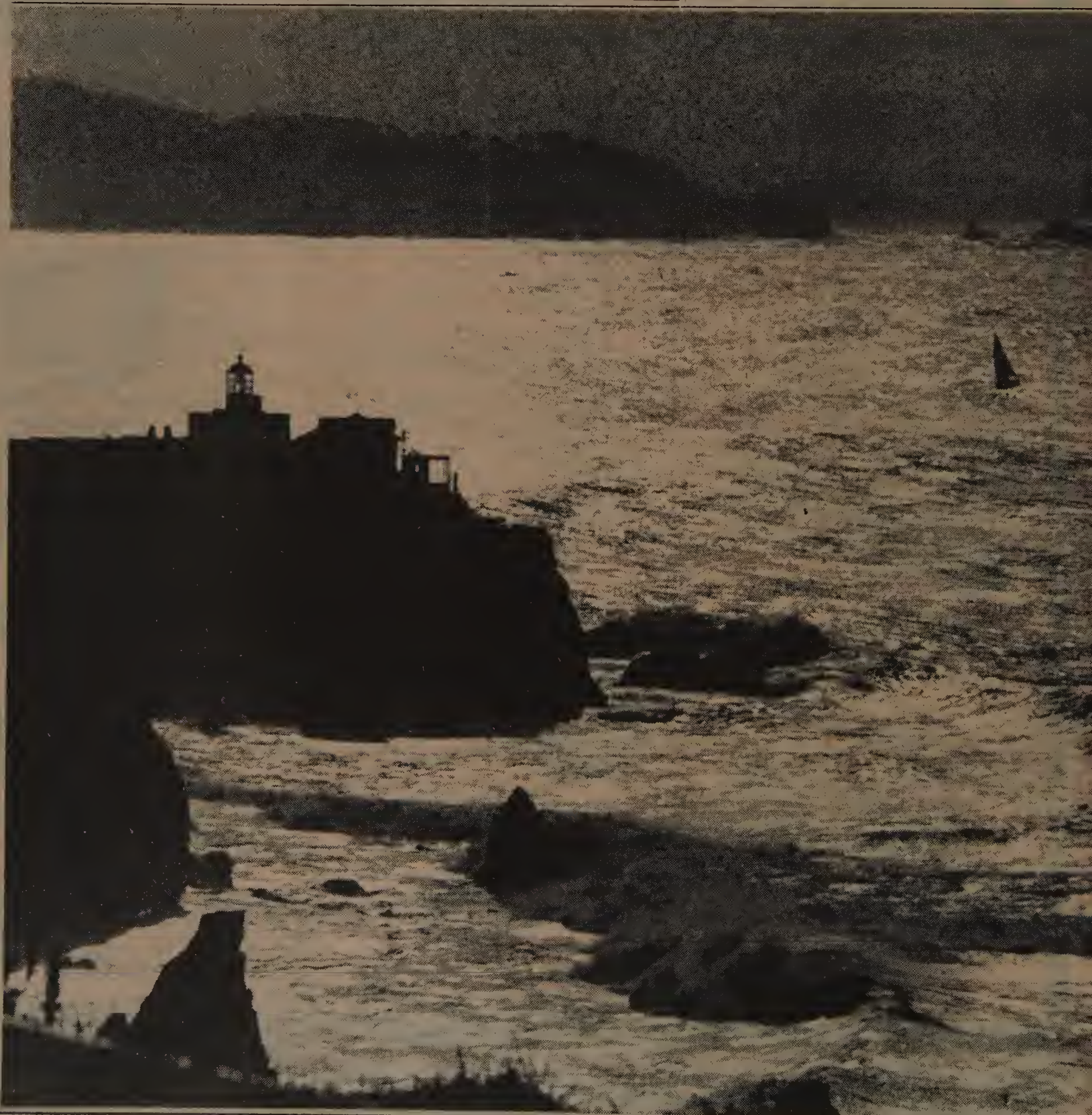
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## **coa**

Those interested in learning coastal piloting and navigation had better avail themselves of the College of Alameda's 12 week course being given from January 2nd to March 25th.

For only \$18.85 plus the cost of materials you can study with Linda Weber-Rettie, a veteran Bay and ocean sailor. The course runs on Monday and Wednesday nights.

## **winter ocean sailing,**





## wants you

Prospective students may preregister by calling the college at 522-7221 or showing up for the first class in room D 119 on January 2nd.

This will be the only class of its kind offered by COA this semester, and the fate of future navigation classes will hinge on good attendance this semester. Make it happen!

## northern california



LATITUDE 38/RICHARD

## big shews— cont'd

More specifically, the Moscone Show, Northern California's largest indoor all-marine exhibition, will feature the newest boats from Catalina, Cal, O'Day and Newport, among others. The new Farr 1020 will be there, as well as the Brazilian Fast 34. For those interested in the smaller things in life, the good folks at SBRA (Small Boat Racing Association) will have 505s, FJs, Snipes and other racing dinghies on display. At a coffee tasting exhibition, show-goers will choose their favorites from some of the finest blends in the world. A drawing an hour will give away up to \$10,000 worth of prizes and — are you ready for this? — big screen TVs will be placed strategically around the arena on January 1 so everyone can watch their football pool money disappear.

Hours for the Moscone Show are 12 to 10 p.m. weekdays, 10 to 10 Saturday and 10 to 6 Sunday. Admission is \$4 for adults, \$1 for children 6 to 12 and the little tykes are free. The show is put on by the Northern California Marine Association. For more information, call 436-4664.

The centerpiece for the 44th Annual San Francisco Sports and Boat Show is the new Morgan 46. Other manufacturers represented include Gulf, Ericson, Islander, Hunter, Express, Olson and Freedom. This show also features powerboats, houseboats and ski boats and the attendant accessories, so you can see how the decadent set lives. And the variety doesn't stop there: How about Sebastiani Winery's Fisherman's Kitchen, a hall full of fishing gear and accessories and even a hunting dog hall where you can see 23 different breeds of sporting dogs. (Don't wear your chicken suit.) The hours for this show are 1 to 10:30 p.m. on weekdays, 11 to 10:30 Saturdays and 11 to 7 Sundays. Adult Admission runs \$4, children are \$1 and Seniors are \$2. For more information, call 563-5100.

## mull signs on with local 12

Naval architect Gary Mull of Oakland, after six months with Dennis Conner's latest 12 Meter program in San Diego, has decided to sign on as the exclusive designer for the Bay Area's St. Francis Challenge 12 Meter syndicate. Mull had been working with San Diego's Bruce Nelson and the East Coast's Brit Chance for Conner's Sail America Foundation, but opted to go with his fellow sailors from San Francisco's St. Francis YC. He has been a member of the club for 18 years and designed them a series of successful 6 Meters for the Australian-America Challenge Cup.

"I'll miss the opportunity of working with Brit and Bruce," says Gary, although he's looking forward to the next two years trying to come up with a boat that can win back the America's Cup. If all goes well, the defense following the one coming up in Perth, Australia, in 1987 would be held right here on the Bay!

Mull is no stranger to the intricacies of designing boats to a specific rule. He's been chairman of the International Yacht Racing Union (IYRU) technical committee, which oversees IOR racing around the world, for several years. He has also served on the IYRU keelboat committee, the group which deals with 12 Meter racing. "The 12 Meter rule gets revised from time to time," says the irreverent Mull, "but it has yet to be brought up to date. They only recently switched over from cubits to meters!"

Gary also suggests that the 12 Meter rule, at least as far as syndicates vying for the America's Cup are concerned, should be prefaced with the definition of paranoia. Secrecy has long been an America's Cup tradition, just like white boater's hats for the race committee and the Americans winning the series. Up until 1983, that is, when the Australians won with Ben Lexcen's radical winged keel *Australia II*. The Aussies outdid the Yanks in the secrecy department, conducting research on the QT in Holland and keeping their keel under wraps until the cup was won.

The Americans, along with challengers from several other countries, are now faced with coming up with a better boat. No one is giving information away freely, and Mull was uncharacteristically vague when asked what he had in mind for the St. Francis yacht. He did say, however, that Lexcen's

cont'd on next sightings page



## mull — cont'd

much vaunted keel may not be the best design for Perth's wind and wave swept course. "There's still a ton of research left to be done before we come up with a final design," says Gary. He also said that there will probably be two boats in the St. Francis campaign.

Helping Mull and his two associates in Oakland will be four computers. These will generate hull shapes for different configurations, which will then be checked against Velocity Prediction Programs (VPP). Some local (again Gary wouldn't reveal names) fluid dynamic experts will then check over their work and see if they can squeeze a few more hundredths of a knot out of the hull shape. Gary has been active in computers since 1970 and sees the 12 Meter program as a perfect extension of that work.

Designers do not live on America's Cup campaigns alone, however. Although much of the office will be devoted to the St. Francis effort, Mull is also working on a 30-footer for Santa Cruz's Ron Moore and a 36-ft. Freedom boat for Tillotson-Pearson of Rhode Island. Obviously the next two years should be busy ones for Gary's office, which is why he's having a special sign made. It will sit in a prominent spot and proclaim: "We're late!"

## sap gets approval

The Richardson Bay Special Area Plan was passed by a 20 to 1 vote (with one abstention) of the Bay Conservation and Development Commission (BCDC) at its December 6 meeting. The lone negative vote was cast by Diane Jones of the State Lands Commission, who would have preferred a plan that would have phased out all residential use on public trust waters.

Two years in the brewing, the BCDC's approval follows that of the cities Tiburon, Belvedere, Sausalito, Mill Valley and the County of Marin. The Special Area Plan, whose driving force was Marin Supervisor Al Aramburu, addresses many environmental and use issues. Those most significantly affecting boatowners include the matters of sewage, graywater, anchoring out, mooring for visitors and transients, and residential uses of Richardson Bay.

In a step by step review of these specific issues, the Special Area Plan has accepted the following as policy:

1. *Sewage.* That raw sewage shall not be pumped into Richardson Bay, and that the Environmental Protection Agency will be asked to declare it a "no sewage discharge" area.

2. *Graywater.* Shower, bath, galley sink water — what's commonly referred to as graywater — will be allowed until such time as it's proven to be a significant source of pollution.

3. *Anchor-outs.* Houseboats and liveaboards permanently at anchor in Richardson Bay will not be allowed. All will be required to either tie up at marinas or be removed from Richardson Bay. It's been emphasized that this is not being done over the matter of pollution, but is based on the feeling that public lands (and waters) should not be used for residential purposes. (See item #4 for an exception.)

However, anchor-outs as of September 1983 will be given three years to find shoreside facilities or move elsewhere. This, which was done at the insistence of the Sausalito City Council, was to take into account the "human impact" the new policy would have.

4. *Liveaboards in marinas.* This was one of the stickiest areas of all, where there was strong disagreement between the BCDC staff and the Sausalito City Council (Sausalito being home to 85% of the boats in the five-city SAP jurisdiction.). The BCDC staff wanted all living aboard prohibited, while certain members of the Sausalito city council objected to a wholesale change in longtime Sausalito waterfront practice.

A compromise was reached, as stated in this SAP policy: "To accomodate anchor outs, a limited number of live-aboards and houseboats should be permitted in the existing and new recreational boat marinas provided: (a) they are necessarily incidental to the recreational boating usage; and (b) they are in compliance with the applicable local government codes, including parking

cont'd on next sightings page



## new

"Families at Sea", an exhibit documenting a square riggers captain's cabin with historic photos and artifacts opened December 22 at the National Maritime Museum in San Francisco. It will run until June 30th. The exhibit will give visitors a better feel for the lives of captains' families who sailed aboard working ships of the 19th century.

The National Maritime Museum is on the Aquatic Park lagoon in San Francisco, at Beach and Polk streets across from



## sap — cont'd

requirements; Bay Commission policies; and policies of the Special Area Plan."

5. *Transient mooring or anchoring out.* The exact details of this have not yet been worked out, but it's expected that legitimate transient vessels will be given something like 30 days in Richardson Bay. This will probably be handled on a permit basis.

6. *Day and weekend visitors.* There is no specific mention of them in the Special Area Plan, but we're assured allowances are being made for them.

(In a related issue, the City of Sausalito is working on what's called the Marinship Specific Plan, which in all probability will include a 700-ft pier just south of the Napa Street pier. This will be a public pier, with 30 side ties for visiting boats and a dinghy tie up for transient and day visitors anchored out in Richardson Bay. The City of Sausalito has approved the pier and it's now in the hands of the BCDC, which is also expected to approve it.)

The policies in the Richardson Bay Special Area Plan will be enforced by a joint powers agreement between the seven government agencies involved. Plans call for the purchase and operation of a Public Safety Boat to patrol the waters of Richardson Bay.

While we doubt any of the various factions are completely satisfied with the Special Area Plan as it has been approved, most people are probably willing to live with it. The exceptions are some anchor outs, for whom either there won't be room in marinas three years down the road or whose boats simply don't meet basic standards to be allowed in marinas.

We at *Latitude 38* are willing to support the plan. We can easily live with no sewage discharge and feel that allowing graywater until it's proven a problem was wise. Transient vessels will be protected and with the Marinship Specific Plan it appears that facilities for day and weekend visitors will be greatly improved. And it's high time. One of the Bay's most popular sailing destinations, Sausalito is among the Bay's worst in accommodations.

As for current marina liveaboards, they're not directly addressed in the SAP, but we've been told some will be taken care of in the provisions made for "a small number of liveaboards". If we were still a liveaboard, however, we would emphatically and eternally deny it. There is nothing to be gained by it and everything to be lost. For in order for a marina to have liveaboards, it appears they may be required to put in additional shoreside toilet facilities, pump-out stations, etc. Given a choice between making these costly improvements under the watchful eye of the BCDC or chucking out those who publically admit to being liveaboards, marinas operators may well be inclined to take the latter course. So stay low and shut-up, both for your sake and the marina owner's sake.

While we consider the Special Area Plan satisfactory as it now stands, there is going to be continuing need for vigilance. With the changing makeup of councils and commissions, it will be important to see that the broad intent of the Special Area Plan finds its way into specific regulations. (Supervisor Aramburu advised us they will be approaching the Coast Guard for changes in anchoring regulations sometime early in 1985.) For if there's one thing we've learned from all this, it's that those claiming to march under the banner of environmentalism are no less Machiavellian than any other interest group. Right and wrong, it seems, fall victim to the desire to ram things through.

## where do we go from here?

During the last six months, *Latitude 38* readers have had a good opportunity to follow the fortunes and progress of the top maxi boats in the world, as their two-year circuit of the globe passed through our hemisphere. First there was the Clipper Cup in Hawaii in September, then the St. Francis Big Boat Series here on the Bay in October, and finally the Cal Cup off Marina del Rey.

The only regulars for all three of these events were George Coumantaros'

cont'd on next sightings page

## exhibit

Ghiradelli Square. Besides the "Family at Sea" exhibit, the museum is filled with hundreds of historic photographs of old San Francisco, as well as ship's models and artifacts.

Open seven days a week from 10:00 a.m. to 5:00 p.m., the price is right since admission is free. For further information about current and future museum exhibits, call (415) 556-2904.



## now where? — cont'd

Frers 81, *Boomerang*; Jim Kilroy's Holland 81, *Kialoa*; and Jake Woods' Mull 81, *Sorcery*. Joining in at various times were Marvin Green's Pedrick 81, *Nirvana*; Bob Bell's Holland 81, *Condor*; and Hal Day's slightly smaller Farr 68, *Winterhawk*.

After the Cal Cup there comes a break of several months in the loosely



LATITUDE 38/RICHARD

'Ondine', above, under sail; 'Sorcery', right, under sandpaper.

structured world circuit before the next major competition, February's SORC in Florida and the Bahamas. So what are the boats up to in the meantime?

Well, Gregg Wisley of Sausalito, who himself is now on his way to the east coast via the Panama Canal on the Peterson 50, *Artemis*, reports that *Kialoa* was in the yard at Marina del Rey getting a complete going over of her stern and skeg. In fact so extensive are the modifications, it's as yet uncertain if the work will be completed in time for *Kialoa* to make the SORC. If *Kialoa* were to miss the event, Kilroy's absence would be resounding. He's the one man most responsible — by his tireless participation — for what there is of a world sailing circuit.

*Sorcery* was also hauled out in Marina del Rey (see photo), where owner Jake Woods has a big boatyard. At last word there were three proposals under consideration to try and bring her up to speed with Coumantaros' *Boomerang*, which after victories in Hawaii, San Francisco, and Southern California, is acknowledged as the fastest maxi. One proposal apparently would have *Sorcery* under the knife for an entire year, so there is no certainty she'll be at the SORC.

As for *Boomerang*, she's in Florida already, preening and waiting for the challenge of the new and refurbished maxi's, some of which will be BOC Around the World Boats.

As reported here before, Marvin Green's *Nirvana* has gone into cruising retirement after a very active two years on the grand prix circuit. But she'll hardly be idle. A crew of 9 or 10 were to have taken her down to Acapulco, with future stops planned at Jamaica, the Cayman Islands, the Yucatan, and Cuba. That's right, Cuba. Apparently this is no big deal as *Nirvana*, we're told, visited China. Looking for a way to blow your vacation budget? Green's big blue sloop is listed in the better charter guides as going for a mere \$11,000 a week.

However the most ambitious itinerary belongs to Huey Long's *Ondine*. At last word the oft troubled Milgram design was on her way down to the Galapagos for a diesel stop, and would then head on to Punta Arenas, Chile. This would be her last stop before rounding the bottom of South America, but not by Cape Horn, mind you, but by the Straits of Magellan. From there she's put into Buenos Aires in preparation for the B.A. to Rio Race, the biggest yachting event south of Mexico. They say the fleet arrives in Rio just in time for Carnival — and don't you wish you were aboard?

## your gas taxes

The cities of Martinez and Redwood City will be utilizing proceeds from your gas tax payments in the near future. On November 16, the California Boating and Waterways Commission, approved a \$750,000 loan to Martinez for improvements to the city marina, including a dry storage area for 50 boats, expansion of the parking lots, repair





**at work**

of the launching ramp and other facilities.

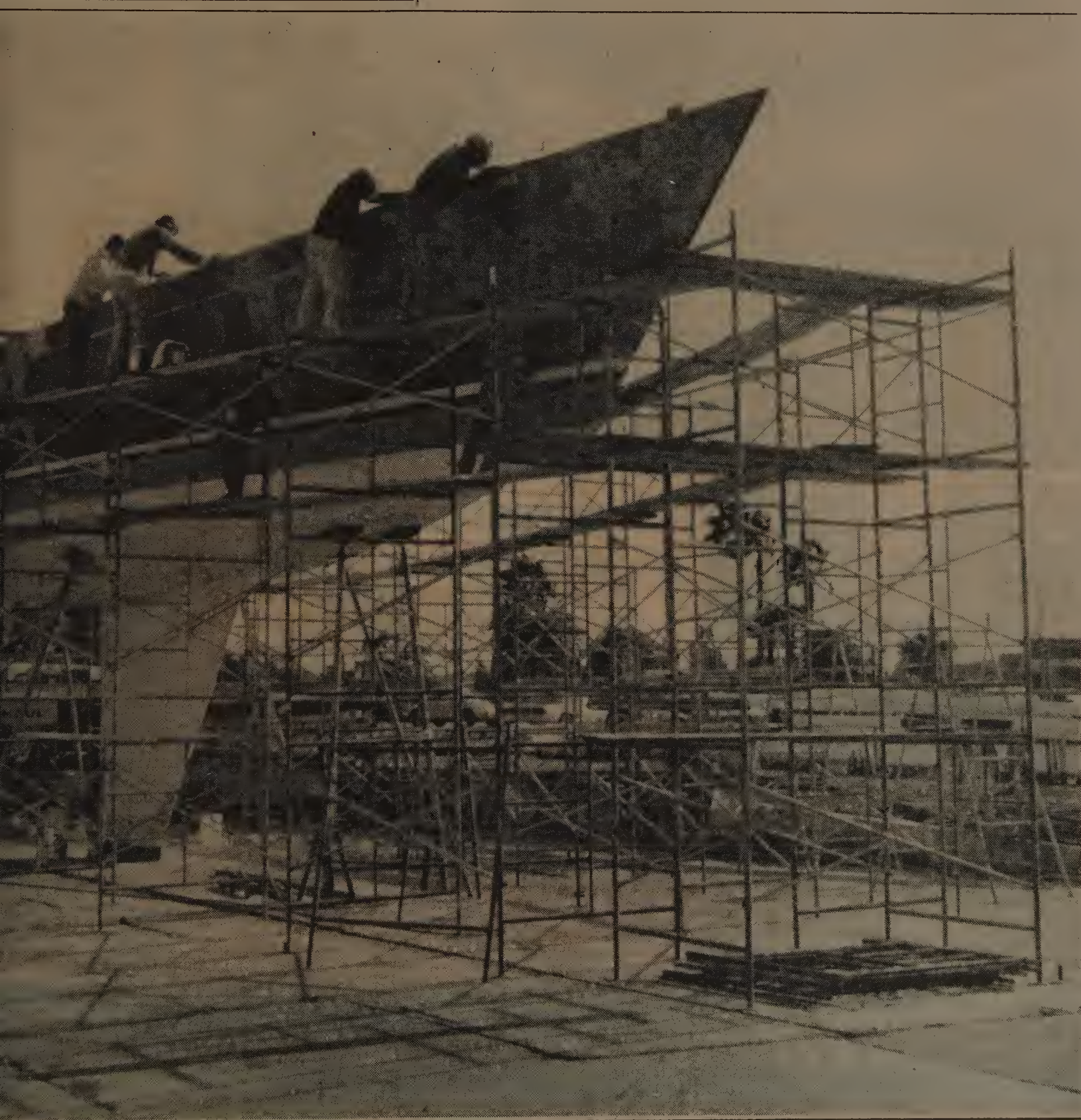
They also granted Redwood City \$500,000 to construct a two lane concrete boat launching ramp, parking area for 80 cars and trailers, restroom and more

Both projects should be completed in 1986. Take a drive down and a look at your tax dollars in action.

**update from the people's republic**

An increasing amount of attention has been focused on the Berkeley waterfront in the last three years, and as the city's planning process passes through a critical decision point in the next few months, waterfront development issues will be in the forefront of Berkeley politics. The area in question is 165 acres of land fill owned by the Santa Fe Land Improvement Co., which has been attempting for more than a generation to obtain approval for various forms of commercial development. Their property includes all the land west of the freeway between Ashby Avenue and the racetrack, extending west as far as the eastern edge of existing marina development. (The old

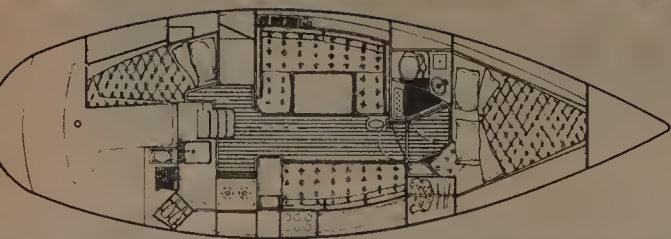
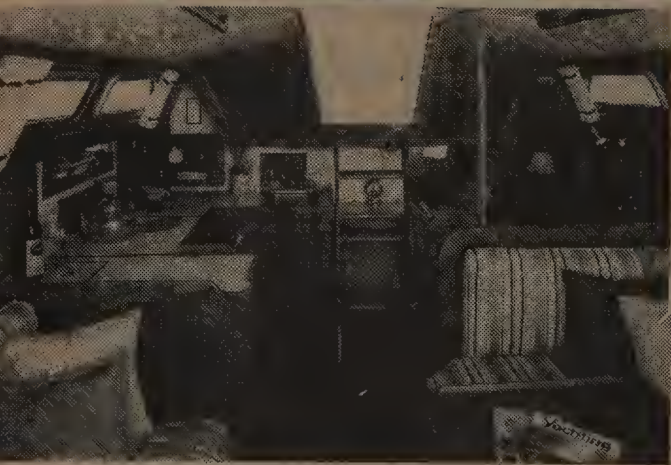
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GREGG WRISLEY



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## THE NEW ERICSON 32

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**21 SAN JUAN:** fixed keel, w/trailer, 4 sails, radio, instruments and more.

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**26 INTERNATIONAL:** 4 sails, Johnson outboard, Great Bay boat w/quality construction.

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**27 O'DAY:** Diesel engine, good shape.

**28 SOUTHERN CROSS:** rig, diesel, electronics. Outstanding pocket yacht designed for serious cruising & live aboard.

**29 ERICSON:** S.F. Bay, clean and ready to go.

**30 ERICSON:** Our big model. This deluxe edition was built for Ericson's Sales Manager.

**30 TARTAN:** Diesel engine, electronics & more! A built performance cruiser.

**31 DUFOUR:** Tri-cabin, private forward & aft staterooms, diesel power, electronics.

**32 PEARSON:** Diesel engine, Hood roller furling, etc.

**34 CAL:** 2-34 w/diesel engine, shower, electronics.

**40 BRISTOL:** Custom built, furling, 5 sails, electronic condition! Excellent value! Available to qualified buyers.

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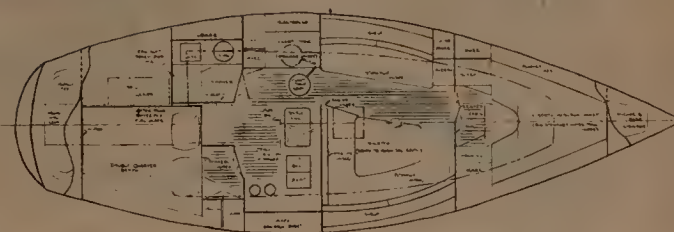
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## berkeley waterfront - cont'd

Berkeley Dump, now well on its way to becoming North Waterfront Park, is city-owned.)

After observing a number of state and city-run public workshops beginning in the winter of 1982, Santa Fe unveiled its latest proposal for the site in November 1983. The proposal calls for three million square feet of high-rise office space and 1,500 hotel rooms, development on a scale that would overshadow the existing Berkeley downtown district in more ways than one. But if they really believed that such grandiose development plans would fly in Berkeley, they had seriously misread the climate of local politics. Santa Fe's plan has about as much chance of success as a port-tacker on a J-24 starting line.

Meanwhile, Berkeley had begun a two-year planning process aimed at generating a plan that would be a more accurate reflection of the city's land-use goals. Using the traditional systematic planning mechanisms, with emphasis on public input, it is hoped that the resulting policies will enjoy widespread support. But life is never simple for a planner in a city that proudly

cont'd on next sightings page

## big on numbers,

The Coast Guard would like to make a change in the way boats are documented. You may not like the idea, we at *Latitude 38* don't.

As the regulations now stand, a documented boat must have its name and hailing port written in "block-type arabic" letters at least four inches high on the transom. The Coast Guard is proposing new regulations which would make the hailing port optional, but would require the six-digit Coast Guard documentation number printed on the transom of the boat.

Boats that are already properly documented would be able to keep the transom markings the way they are until 5 years from the

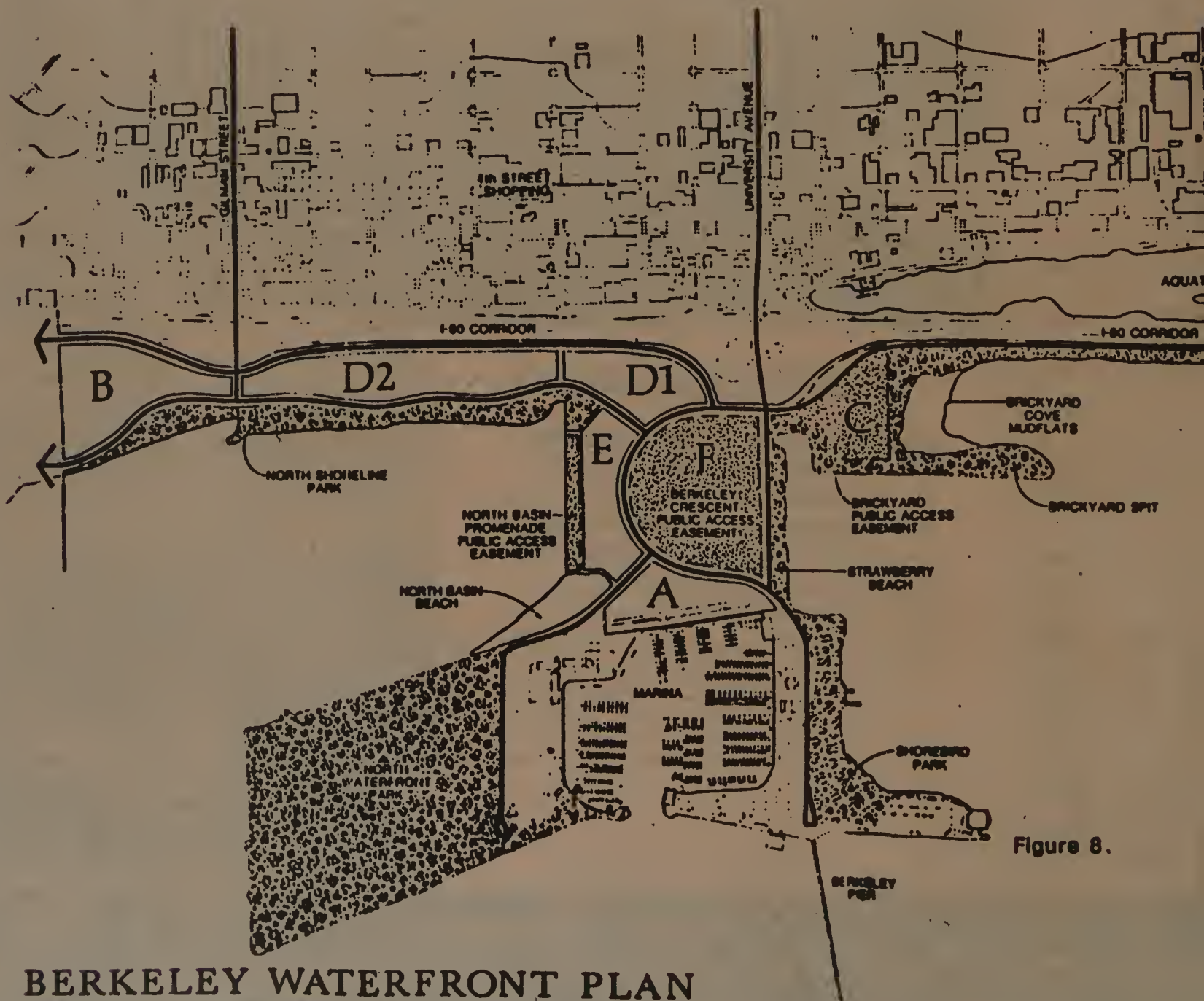


Figure 8.

**BERKELEY WATERFRONT PLAN**  
PREPARED FOR THE CITY OF BERKELEY BY ROMA PLANNING AND URBAN DESIGN



## not names

date the new regulations — if indeed they are ever adopted — become law. Boats changing ownership or hailing port would have to make the switch at the time of change, and new boats would be required to put the number on right from the outset.

Why does the Coast Guard want to make the change? They claim that because there are so many duplications of boat names with the same hailing port, these alone don't constitute a definite form of identification. That can only be assured, they feel, if the unique documentation number is painted on the transom.

The Coast Guard is right on all counts but

cont'd on next sightings page



One of the four plans for the Berkeley Waterfront.



SITE	ACRES	PROGRAM	1000'S SF.
A	10 - 12	SPECIALTY COMMERCIAL	100
B	15.00	OFFICE R & D, SUPPORT RETAIL	1,000
C	20	PUBLIC ACCESS EASEMENT	
D1	9.0	OFFICE & SUPPORT RETAIL	800
D2	23.15	OFFICE R & D, SUPPORT RETAIL	1,215
E	11.00	OFFICE/ SUPPORT RETAIL	900
F	20	PUBLIC ACCESS EASEMENT	

## berkeley waterfront — cont'd

calls itself the "People's Republic of Berkeley".

In early December of last year, the city's planning consultants released their five "generic" alternative plans, based on about 30 proposals solicited from the public at large. They range in development intensity from "no project" to the Santa Fe plan; in land use they vary from park, to mixed-use community, to office and hotel complex.

The five plans are deliberately somewhat vague and uninspired, almost schematic. They are intended to "define the limits of the design space," and start the evaluation process of various alternatives against criteria established on the basis of earlier hearings and workshops. This evaluation will take place in conjunction with one more round of public hearings and city council workshops. If everything goes on schedule, by the end of March a "Preferred Alternative" will have been selected, and the direction of the waterfront plan will be established.

Berkeley can be a tough crowd to play to. In the recent election, progressives swept the city council and now hold an eight-to-one majority. This is great for a number of reasons — not the least of which is that the council can stop worrying about slate politics and get down to substantive issues. And naturally, the progressive constituency is not inclined towards development. At a recent public hearing, widespread discontent was expressed over the consultant's choices of alternatives: much too heavily biased towards development; much too little attention to parks, open space, and public acquisition. Members of the local chapter of the Sierra Club, which had submitted its own plan calling for minimal development positioned close to the freeway, were particularly upset that none of the five alternatives corresponded to their proposal. On the other hand, community based economic development groups from west and south Berkeley are arguing for Santa Fe scale development because of the perceived employment opportunities.

What's been conspicuously missing from these debates is anything more than a passing mention of the fact that there's water down there next to that land. To view the undeveloped lands as a precious wilderness resource that must be preserved for future generations is carrying things just a little too far. Remember that we're talking about old parking lots, abandoned dump sites, and rip-rap. Much of it is within a few hundred feet of the freeway. To put such a high priority on "saving" these few acres is to ignore the waterfront's real open space resource — the water.

If anything is ever going to give this area a genuine waterfront identity, it will have to be water-related activity. We don't have to look far for examples. The north Berkeley waterfront could easily accommodate Lake Merritt-style rowboat rental, Berkeley pier-style fishing, Dolphin Club-style rowing and swimming, Cal Sailing Club-style cooperative sailing, and Alameda Beach-style windsurfing. While these activities are compatible with a wide range of development intensities, they seem to be most attractive in the medium density, mixed-use waterfront community setting. Built space, open space, and public water access points all complement each other when they are in close proximity. Effective buffering of the shoreline from the freeway's noise and visual impact is practically a necessity for any open space or recreational use.

There's also a vital legal question involved: the owner of the property is entitled to a certain amount of valuable return. Would zoning that allowed only a very minimal amount of development, i.e., return, be able to withstand a lawsuit by the owner? Some say yes, some no. The result of all these efforts could easily be to send the whole thing back to the courts for another five years. There has even been speculation in the People's Republic that the Deukmejian-controlled State Parks Department, in cahoots with Santa Fe, is subtly steering the city into losing just such a suit. Probably just paranoia, but city attorneys should do their homework just the same.

The next city council workshop is scheduled for January 10, with a public hearing to follow on January 24. It would be nice to see more people at these hearings who understand the real potential of a waterfront. The Berkeley shoreline, particularly "Ocean View Cove" to the north and east of the

cont'd on next sightings page



## berkeley waterfront — cont'd

marina, could easily become a major center of small craft activity.

Berkeley politics are unique, and can be a fascinating study in left-of-center policy making as new issues split the participants along non-traditional lines. Open space advocates are clearly uncomfortable arguing against the black-dominated community economic development groups. And many of the mixed-use development proponents feel uneasy taking a pro-development position which is at odds with the Sierra Club. There's no such thing as "business as usual" in the People's Republic of Berkeley.

— paul kamen

## the loss of double bullet

On August 19, the American catamaran *Double Bullet* crossed the starting line at Quebec City, Canada, for the start of the 2,900-mile Transit TAGY-Quebec to St. Malo, France race. It was to be the big cat's last race. This account of her fate is excerpted from a detailed and dramatic account of the incident by Clay Feeter and *Bullet* crewman Eric Witte in the latest issue of *Multihulls* magazine (Volume 10, Number 5).

*Double Bullet* was built in the early '70s by Southern Californian Bob Hanel in an unused part of his huge printing plant. At 64 feet long, 31 feet wide and seven tons, she was one of the largest racing cats ever built in this country — and one of the fastest. *Bullet* holds the record for the fastest TransPac crossing (L.A. to Honolulu): 7 days, 7 hours.

For the Quebec to St. Malo event, however, *Bullet* was showing her age. Next to the Canadian-built 80-footer *Formula TAG* (which would set a new days run record of 524 miles in 24 hours — an average of 23 knots), the 85-ft *Charente Maritime*, and the eventual race winner, the 80-ft French cat, *Royale*, *Bullet's* smaller size and fuller build dated her. To help overcome the technical handicap, Hanel put together a top-notch crew: Bob Baker, John Conser, Eric Witte and Randy Bishop, all of Southern California, and Cree Partridge, of San Francisco. Despite a 45-minute delay caused by a spinnaker sheet wrapped around one of the rudders, *Bullet* was moving along well in the pack, until one early morning about 800 miles out.

"Riding down a wave at 27 knots, I noticed the leeward bow lacked its normal buoyancy," said Eric Witte. "It surfed down a wave and kept going right into the trough instead of recovering the way it normally does. I looked over at Baker and could tell by his face that he had noticed the same thing. We bore off and headed downwind, which relieved the pressure and let the boat slow down. Hanel slid the forward hatch open, looked up white as a ghost and said it was full of water, up over the berth already, which meant four feet of water in the bottom of the hull."

Early accounts held that *Bullet* had struck a log, but it's doubtful anyone will ever know what caused the "sound" Hanel had heard moments earlier. At that point, the crew had more pressing problems to worry about. In the time it took to get the sails down, the port hull was flooded completely.

By the time they activated the Argos satellite transponder and deployed a drogue anchor to try to pull the boat's bows into the weather, the wind was up to about 40 knots and the seas, says Witte, "were pretty nasty." Cree Partridge volunteered to dive down into the port hull to retrieve the survival suits and EPIRB stowed there. The crew briefly discussed cutting down the 83-foot, 1,100-pound mast and rigging to reduce weight and windage aloft, but figured the falling rig might cause even more damage, not to mention how long it would take to get through the 1-inch rod rigging. Witte went below in the starboard hull and began gathering food, water and other items. A short time after he came back on deck, a series of large waves hit the boat and *Bullet* began to roll.

"John and Cree were down on the trampoline and actually went into the water when the boat rolled," said Witte. "The rest of us were able to scramble over the hull as she went, pushing the liferaft and survival gear ahead of us." The liferaft, once inflated, turned out to be quite a disappointment. "It looked

cont'd on next sightings page

## numbers

we're still against the idea, strictly for aesthetic reasons. Big digits on the transom of a boat are impersonal, unattractive and cold. For example, *Ocean Flyer*, San Francisco, has a certain swashbuckling, international flavor that *Ocean Flyer*, 123321, certainly doesn't have.

Our boat isn't documented, though, so it's not of that much consequence to us. But if

## peculiar

All during the controversy about the BCDC Houseboat and Liveaboard Report and the Richardson Bay Special Area Plan, the BCDC staff proclaimed a mandate of being guardians of the public trust — and the access to public water and open space implicit in it.

Oddly enough a Gallup Poll was released last month that indicates Americans don't put a very high priority on "access to open space". In fact it was stunning how little they cared about it. A mere six percent said they cared a "great deal" about access to open space; nine percent said they cared a "fair amount"; 16 percent said they cared "not very much"; and an astounding 67 percent said they cared "not at all". Two percent were of no opinion.

When compared to other environmental problems, the access to open space issue didn't score very high either. It trailed far behind deterioration of landscape, loss of farmland, and water purity. It also trailed air

## illegal





## — cont'd

your boat is documented and you think it's an ugly idea, we urge you to write to the Coasties before February 19 at the following address: Commandant (G-CMC/24), (CGD 84-027) U.S. Coast Guard, Washington, DC 20593. And do it, because public comment is a big consideration in matters such as these.

## findings

pollution, and noise by significant amounts. Access to open space was the lowest scoring environmental issue surveyed.

The access issue doesn't sound like much of a mandate, does it?

Does this mean we think efforts to insure access to open space be lessened? Hell no! We think it's an extremely important issue that deserves being fought for. As far as we're concerned the survey only proves that people are strange and rarely able to articulate what's good for them.

When weighing environmental concerns against economic growth, it was also interesting to note that the environmental issues were favored by men more than women; those under 50 as opposed to those over 50; the more educated over the less educated; those with incomes over \$20,000 more than those earning less than \$20,000; and by more people in the west than any other region of the country.

## mooring



LATITUDE 38/JOHN

## bullet — cont'd

like the inflatable wading pool I swam in when I was 2 years old," said Witte. The men finally decided to climb up and straddle the inverted starboard hull — at six feet high and slick as a whistle this was no easy task — and attach themselves to each other with a 1/2-inch line mountaineer style.

"We were like six lonesome cowboys riding a big, white horse," said Witte. A big, white bucking bronco might be more accurate. The seas were approaching 20 feet and the gusts, 50 knots. Every once in a while, a big wave would knock one or more of the men off and the others would help them climb back aboard. Then *Bullet* started breaking up.

"The daggerboard was missing from the damaged hull and a huge crack was 'working' quite a bit. Within an hour of tipping over, the whole (port) bow broke right off . . . a 30-foot section of the hull . . . and disappeared downwind at a rapid rate." Shortly thereafter, the liferaft was also swept away.

The six men, who ranged in age from the 27-year old Bishop to 60-year old Bob Baker, "gutted out" the rest of the day, although the predicament was beginning to take its toll. Each time they were washed off, it was harder to climb back aboard, and if conditions had worsened, said Witte, "we wouldn't have been able to climb back."

Close to nightfall, a propeller-driven search and rescue plane flew directly overhead. "It seemed like he was so close I could see the pilot's face; I could see his grin in the window," said Witte. The plane banked and disappeared to the North. Their spirits boosted, the crew ate the rest of their raisins and a couple of apples. A few hours after night fell, Conser spotted a light, and before long a huge, 800-ft container ship loomed out of the darkness.

The ship approached very slowly from the weather side, creating a little of a lee, but the still-big seas made the potential for rescue turned-disaster an uncomfortably distinct possibility. On the first approach, before anyone could be pulled aboard, *Bullet* started bumping and sliding toward the rolling, pitching stern of the big ship, which could crush her like an egg, and made "some terrible crunching noises" before the two vessels separated. On the second pass, a crewman threw out a line and, one by one, the crew of *Double Bullet* jumped in and began swimming to it, and then a boarding ladder — no easy task in a bulky survival suit. Hanel, the exhausted skipper, was the last aboard.

*Bullet's* crew had been adrift for 17 hours before they were rescued. Once aboard the container ship, "There was a lot of hugging and congratulations, and maybe a wet eye or so," said Witte. "There was hardly a word about the boat. That was a loss we dealt with later. The feeling was one of joy and happiness that we were all there together and no one was hurt."

## stolen sails

On or about December 1, nine sails, a folding ladder, and a 5-inch Danforth compass were stolen off the *Columbia 50, Ranger*, in the San Francisco Yacht Harbor. The total value of the items taken was reported in excess of \$20,000.

Although nobody was seen in the act of taking the equipment, the compass and sails were believed to have been seen on a large foreign registered ferro-cement ketch that is understood to have shortly thereafter sailed south for San Diego or Mexico.

If anyone — be it here in the States or in Mexico — is offered sails or sees sails with the numbers 8514 on them (or removed from them), call the San Francisco Police Department and refer to case number #841326095. Unless they are on the *Columbia 50, Ranger*, they are stolen.

The stolen sail inventory is as follows: A DeWitt club-footed jib; a DeWitt 150 genoa; a Sutter 150 genoa; a Watts banana staysail (white and yellow); a 1.2 Watts drifter; a Watts .5 oz white spinnaker; a Watts 1.5 oz black/red/white/orange spinnaker; a DeWitt 1.5 oz red/white/blue spinnaker; and a DeWitt 2.2 oz white storm spinnaker.

The compass stolen was a 5-inch Danforth, number 6552C.



## don't blame the fisherman

In years past, the theft of equipment from boats along the Sausalito waterfront has risen suspiciously with the arrival of the herring fleet in December. From what Detective Jim Hyatt of the Sausalito Police Department tells us, though, the fishermen are usually too busy fishing to be up to such mischief. Most serious equipment thefts these days seems to be the work of a handful of individual boat bandits.

"There have basically been two guys in the last two years," says Hyatt. "We were able to connect one with 50 to 60 of the reported cases." The good news is, police caught that guy. The bad news is, he did his six months and is back on the streets (docks?) again. "We're keeping a real close eye on him," says Hyatt.

More recently, police apprehended another suspect in a "mini-rash" of about 15 burglaries in the last few weeks of November. Although this "midnight boat supply" dealer admitted to only two of the 15 burglaries, boat burglaries have been "in a state of limbo" since he was caught.

Generally speaking, says Hyatt, the most popular items among boat thieves are electronics, particularly radios, but thieves will take anything from sails to saucepans if they know they can get rid of them quickly. "They generally have orders for what people want before they go aboard," says Hyatt.

Linking a boat bandit to more thefts than he'll admit to is difficult for the simple reason that boats are so easy to break into: pry the lock off, take what you want and walk. "Boatbuilders just don't make boats for security," says Hyatt, but he does offer several suggestions to owners interested in an extra measure of boat security:

1. Use the heaviest duty and most advanced locking system you can buy, not only on the main hatch, but forward hatches, lazarettes and anywhere else valuable items are stowed. Outboard motors in outboard wells are real popular stealables on smaller sailboats.

2. When possible, take whatever electronics and other valuables, including that expensive foul weather gear, you can take home with you. It's a pain in the neck, to be sure, but better to stumble over it in the garage than stumble into the marine hardware to replace it.

3. Get to know your neighbors, particularly liveaboards. Exchange phone numbers and agree to keep a mutual eye on each other's boats. In doing so, be particularly suspicious of strange people with crowbars walking the docks late at night. Be even more suspicious of strange people with an armful of electronics walking the docks late at night.

4. Check the boat periodically, or have someone check it for you. You'd be surprised, says Hyatt, how many people don't discover boat burglaries until months after they've happened.

5. Engrave your driver's license number — not your Social Security number, which is not traceable — onto valuable equipment. Begin with "CDL-" (California Driver's License) and use the whole number. The Police Department loans out engravers for free.

6. Don't order "cut-rate" equipment from strange looking people with crowbars.

Curiously enough, keeping your boat secure seems to have little to do with whether that bothersome gangway gate is locked or not, at least in Hyatt's opinion. "For the most part, experienced burglars will come in from the water," he says. If you need to report a burglary, call the police (in Sausalito the number is 332-5019) immediately and try not to touch anything until they arrive. If you see a burglary in progress, the police would rather you let them know about it at 911 than try to rearrange the thief's dental work with a winch handle yourself.

## why not take the whole thing?

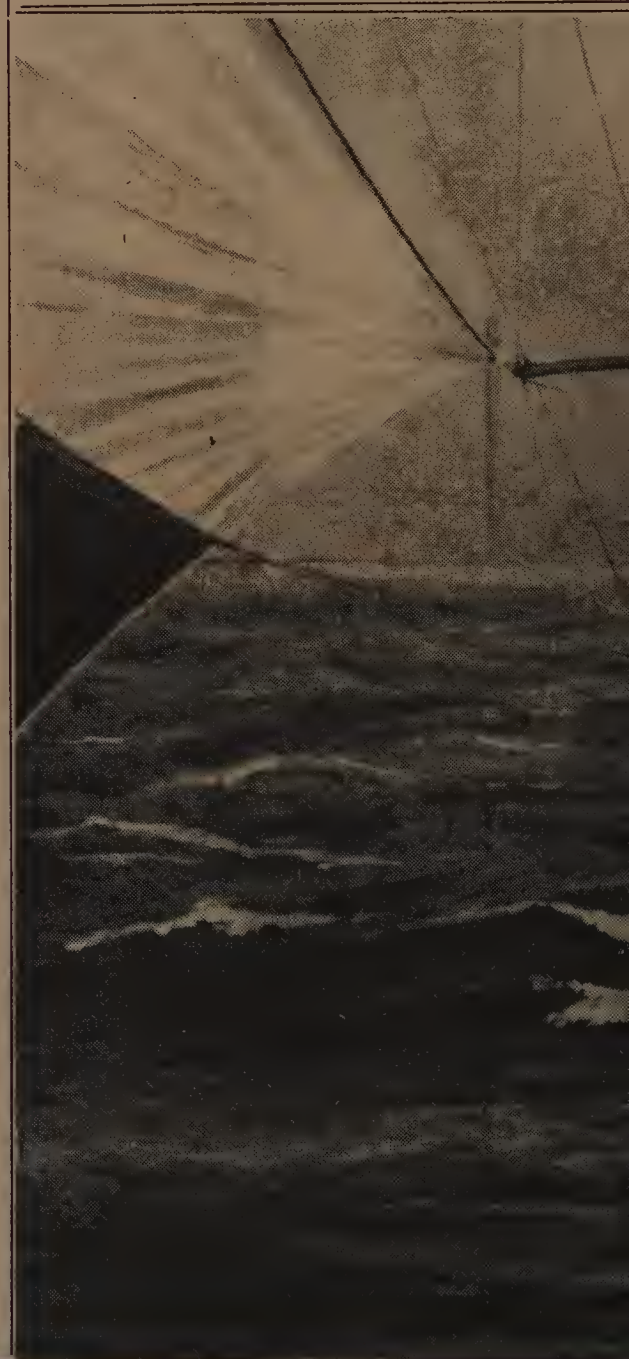
While we're on the general subject of sailing related thefts, we should also report that a young Napa couple was arrested during the predawn hours of December 17 in the harbor at Marina del Rey. They were charged with steal-

cont'd on next sightings page

## farr and away,

There's good news and bad news about New Zealand designer Bruce Farr, one of the hottest draftsmen with a pencil these days. The bad news is that on October 7th he was hit by a car after leaving an Annapolis restaurant. Bruce has his American headquarters in Maryland and was dining with friends during the Annapolis Boat Show. The car broke his leg in three places and injured his head. The driver was apprehended.

The good news is that Bruce is mending and required no surgery. He's expected to be laid up for four months, and his colleague Geoff Stagg expects him to do nothing but draw during that time! If Farr can produce more winners such as Southern Cross and Clipper Cup stars *Exador* and *Sundance* (the latter is now sailing on the Bay), the convalescence will be a blessing in disguise,





## one of the best

albeit a painful one.

With Farr's resurgence in the IOR and handicap racing fields — a decade ago his boats were so good the rulemakers found ways to shut him out — we thought we would offer a few suggestions for names to potential buyers of his boats. How about *Farr and Away the Best?* or *Farrever?* For old time music fans, try *Long Ago and Farr Away*. For newlyweds, how about *Farr Better and Farr Worse?* Or for James Bond fans, try *Farr Your Eyes Only*. Hippies, or ex-hippies, might like *Farr Out!* And for Merlin Olsen fans, here's one we can't resist: *Farr Get Me Knots Bouquet*.

Last spring, when we sailed the Farr 1020 in the Doublehanded Lightship race, we chose the name *So Farr So Good*, a moniker which brought plenty of good luck.

cont'd on next sightings page

## take it — cont'd

ing the Lancer 65, *Follow Your Heart*. The boat, which is owned by a Marina del Rey charter company, is valued at \$650,000.

The arrest came after harbor deputies couldn't understand why the large boat was powering through the harbor in the middle of the night with no running lights. When they boarded the boat to investigate, Thomas Trimble, 29, and his wife Sheila, 19, explained that they were taking the boat up to Santa Barbara. The authorities conducted a quick investigation, however, and determined the boat had been broken into and taken without permission. The Tribbles were then put under arrest for burglary and grand theft.

A deputy for the sheriff's department said boat thefts in the Marina del Rey area are not very predictable. Some years they get quite a few, and then they'll go several years with hardly any at all.

## what's diane up to?

We happened to see a calendar made from a Diane Beeston painting recently and wondered, "What is Diane up to these days?" For those who may not know, Dianne is the doyenne of Bay Area sailing photographers, and having a "Beeston" of your boat marks you as an owner of distinction.

cont'd on next sightings page



DIANE BEESTON



## beeston — cont'd

Since 1966, when she retired from medical photography, this tall, distinguished lady has been a common sight on the Bay, chasing after sailing craft in her powerboat, *Golden Fleece*, in search of the perfect exposure.

A trip to her handsome, 100-year-old house in San Francisco revealed that Diane is indeed faring well. Her December projects included making



Diane Beeston and Killer.

Christmas tree decorations, housebreaking a puppy called Killer, and recharging her batteries before tackling a new series of paintings for a major show next August at the Stinson Beach Art Gallery.

While she still takes yacht portraits and an occasional magazine layout, her main passion now is painting. Having drawn all her life — “I went through college sketching my left hand,” she says — she began painting in 1972. Completely self-taught, it took her several years to get the hang of it, but for the past two years she’s been turning out one every two or three weeks. They range in size from 16”x20” to 30”x40” and cost anywhere from \$950 to \$1,500.

“I’m inspired by many painters,” says Diane, “although Andrew Wyeth and Winslow Homer are two of my favorites.” Her canvasses address a variety of subjects, many sea-related, but others on land. Sailboats, of course, are a natural extension of her photography, but she also has done many fishing boats. She often composes the pictures with her camera, taking an overall shot and then using a zoom lens to pick up details. “You wouldn’t believe how complicated the rigging is on fish boats!” she says. She also does scenes from San Francisco and landscapes in the wine country and around Sacramento.

Diane’s studio is her kitchen table, where the sun and her dogs keep her company. “It’s a lot more fun than thrashing around on the Bay in a powerboat with the spray flying all over the place!” she exclaims. Every afternoon she and the dogs go for a walk along the beach. It’s a life she likes, and the quality of her work shows it.

## can we still anchor there?

While various politicians and anti-nuclear groups were debating the wisdom of Diane Feinstein’s welcome of the possibility of the nuclear armed battleship *Missouri* being stationed in San Francisco, the U.S. Navy somewhat crossed everyone up by simply stating that four frigates and two minesweepers will be soon stationed at Treasure Island.

Although the Knox-class frigates, which are 483-ft long and carry a crew of

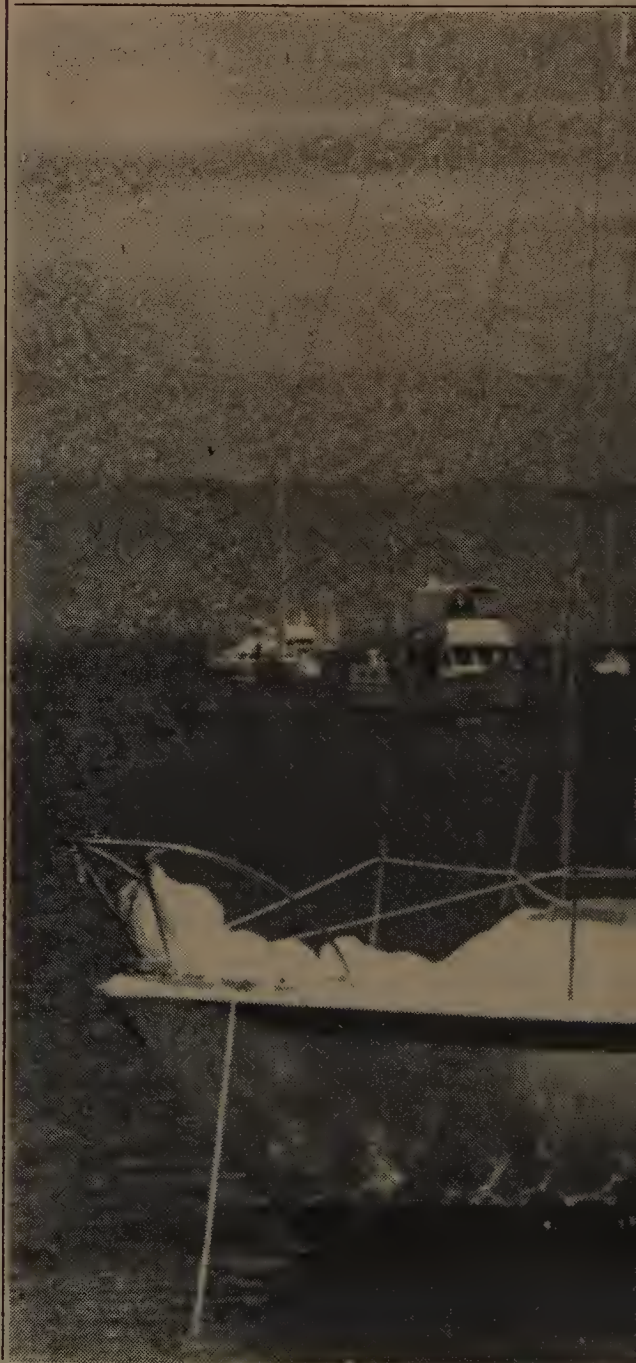
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## farr

We’ve even heard rumors of a new Farr design in the upcoming Southern Ocean Racing Circuit (SORC) to be called *Farrnication*. One of the committee members for the

## chevron finds

Almost two years ago we ran a feature article called *The Lost Coast*, heralding the lightly populated section of California coast from Point Conception to Goleta. Last month we learned that Santa Barbara County has given Chevron approval to build a \$400 million natural gas and crude oil processing plant at Gaviota, right in the center of the “lost coast”. Chevron must now obtain permission from the state and federal governments, which they hope to do by summer.





**— cont'd**

Circuit reportedly has expressed sincere desire that the boat doesn't win — think of the headlines!

**the lost coast**

Actually the approval is something of a trade-off. For as long as we can remember, Chevron has had a refinery ship anchored a couple of miles offshore, processing like crazy. We suppose it's quite possible that such a facility built on shore might be a little safer; certainly it would be cheaper to operate.

The Chevron refinery is just one of two major energy projects that has been approved for the "lost coast". Several years ago

**still anchor? — cont'd**

283, will be used primarily for training, they are fully capable of carrying nuclear weapons. The wooden hulled minesweepers are 172 feet long.

Before these ships can arrive, the old piers must be torn down a new 780-ft pier be built. All this will probably take some two years.

Of interest to sailors is what effect these additions might have on their chances to continue using Treasure Island Cove as an anchorage. A well-protected and popular spot with boatowners in the summer, technically pleasure boats are not allowed to anchor there. We'll have to keep our fingers crossed and hope the addition of the new ships will not endanger the long-standing practice.

**hull down for honolulu**

The TransPacific Yacht Club has officially issued notification for the 1985 L.A. to Honolulu TransPac race, the 33rd version of the 2,255 mile classic. The start off Los Angeles harbor will be on July 4th, with the finish off Oahu's Diamond Head.

The TransPac YC expects some 70 boats to compete this year, and the

cont'd on next sightings page





## honolulu — cont'd

competition for first to finish honors should be nothing short of electrifying. At least three of Bill Lee's new Santa Cruz 70's are slated to compete, along with the Holland 67 *Charley*, the 1983 elapsed time victor; the Nelson/Marek 70.0 raters *Saga* and *Swiftsure II*; the MacGregor 65 *Joss*; and several others. Imagine if you will up to a dozen 65 to 70 footers boiling



'Sweet Okole's Dean Treadway: Can he repeat his 1981 TransPaç victory?

down the Molokai Channel, all going for the finish, and you have an idea what the potential for this year's race holds.

Chances are the corrected time winner will be a smaller, heavier yacht as has been the case in recent races. Irv Loube's *Bravura*, the Frers 46 from Richmond which won in 1983, may be on hand. Dean Treadway's 1981 winner, the Farr 36 *Sweet Okole* from Oakland, has been spruced up and may even get a new keel for the race.

Boats expecting to race must be launched by March 1st, and must rate between 70.0 and 30.0 ft. under the IOR rule. Entry deadline for the race is May 3rd and there is a \$500 fee. The race can be an expensive venture — Treadway estimates that in his first year he dropped up to \$50,000 into the project (but he had to buy a lot of gear to meet all the requirements). An attractive alternative for many is to pool resources and charter a boat, like a Santa Cruz 50 which sails fast downwind.

If you want to be invited to compete in the race, send your name and address to James Eddy, 158 S. Brand Blvd., Glendale, CA 91204 or call him at (818) 243-2187. And start thinking about those incredible rides down the face of a Pacific waves!

## boating safety courses

We know most *Latitude 38* readers are so perfect that they don't need any New Year's resolutions beyond "Win more races." On the other hand, a boating safety course can be a big help to both novice sailor and seasoned salt. To those new to boating, one of the 13-week courses given by either the U.S. Coast Guard Auxiliary or the U.S. Power Squadron is a must. The classes generally run one evening per week, and are free save for a small text and materials fee. Check the following dates for a location near you.

cont'd on next sightings page

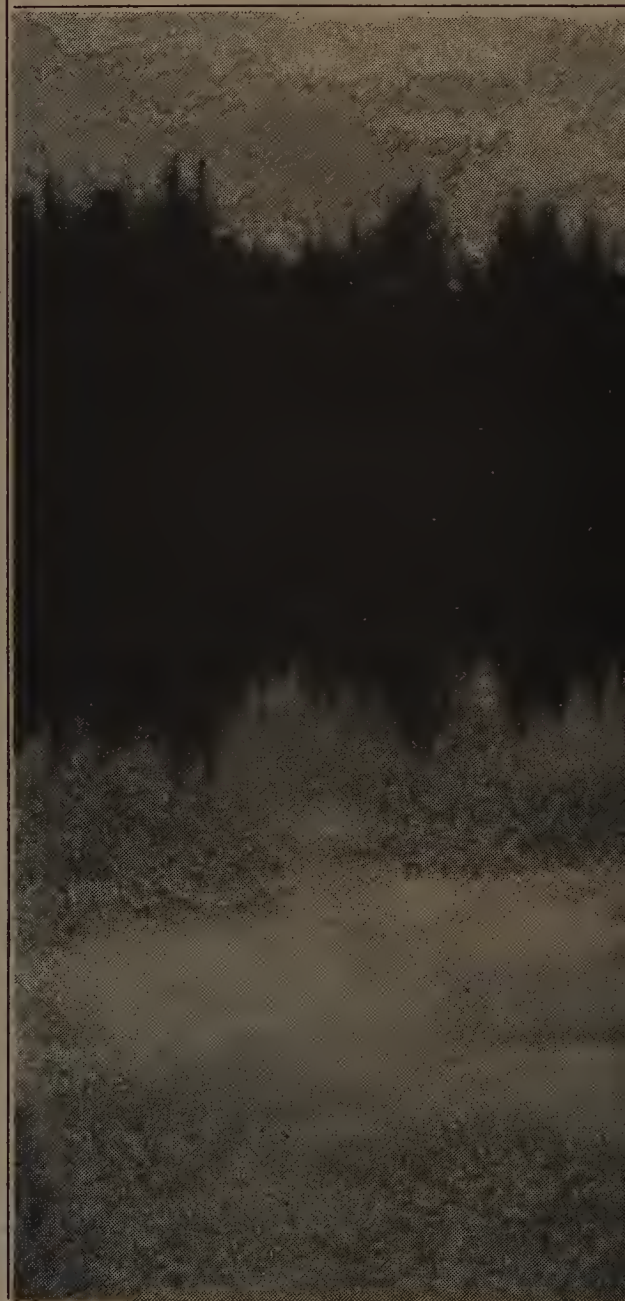
## lost coast

permits were issued for a huge liquid propane gas terminal at Little Cojo. Later it was decided that the terminal was not needed immediately. A big stink ensued as to whether the permits would then lapse or

## spike

Boatbuilder and cruiser Spike Newman passed away in early December. He was 71 years old. The victim of a heart attack at the Sanford-Wood Boatyard, Spike died just a few yards from *Ozma*, the ferro cement ketch he'd spent 12 years building.

Spike and his wife, Ellice — his helper and companion throughout the boatbuilding — had spent the last two summers cruising the waters of the Pacific Northwest. On their last trip they had gone well up into Alaska, all the way up the Inland Passage. They only recently returned to the Bay Area, on





## — cont'd

whether they are good in perpetuity. We never learned the outcome of that dispute and would appreciate it if any readers could fill us in with the latest details.

**newman**

November 2, riding the wings of 35 to 40 knots of wind and 12 foot seas. With *Ozma* well-reefed, the Newmans were able to cover those blustery final miles in comfort and safety.

Full of life, Spike always encouraged senior citizens to sail and remain active. The building of *Ozma* and the two trips to the Pacific Northwest, Ellice reports, fulfilled two of his biggest dreams. The photo on these two pages are from his most recent trip to the Pacific Northwest, where more than half a century ago he learned to sail on open boats.

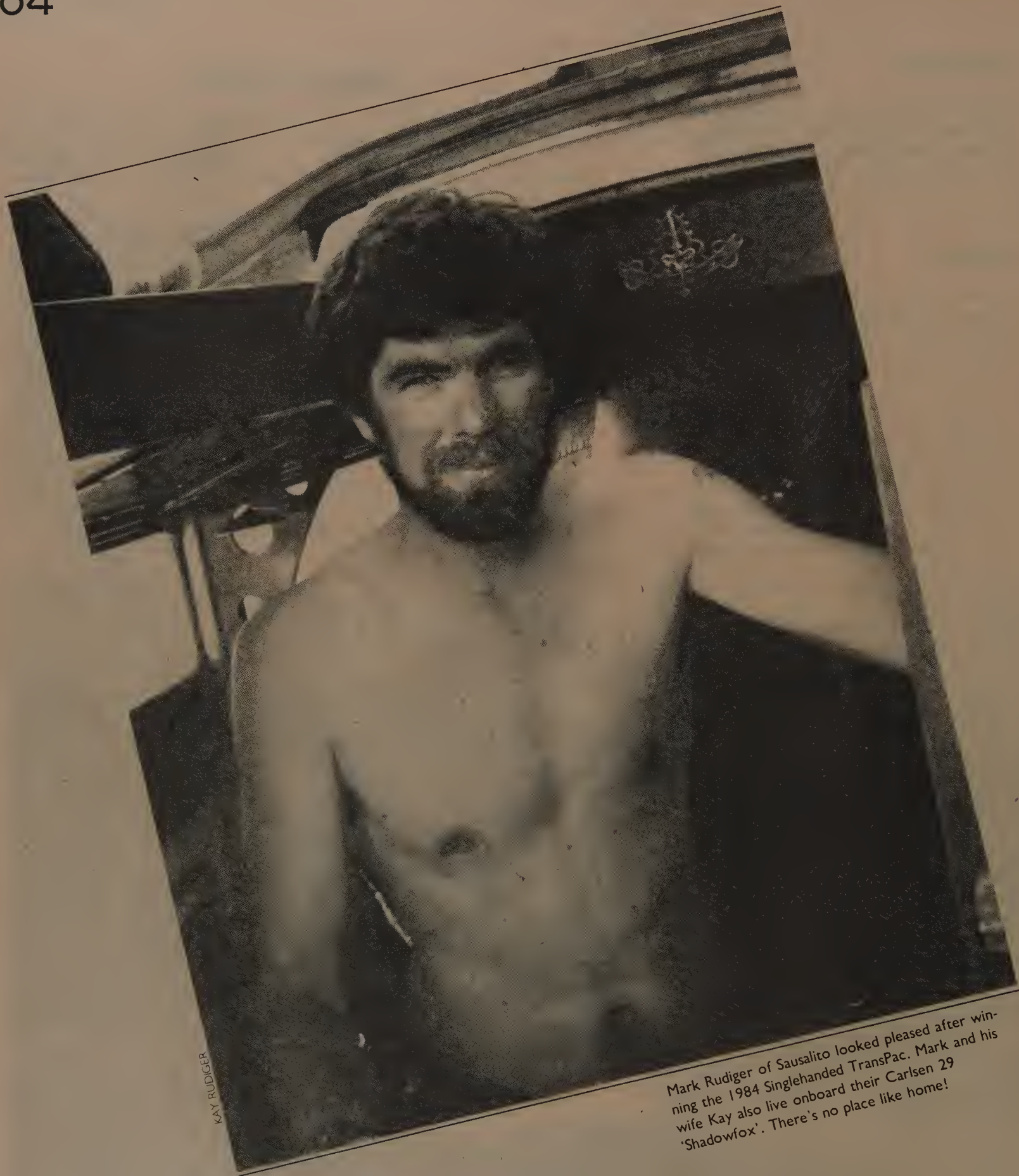
## safety — cont'd

Jan.	Sponsor	Location	Contact	Phone
8	CG Aux.	Government Island	Wilferd Hodgkin	415/531-3488
9	CG Aux.	Government Island	Les Anderson	415/523-3266
15	CG Aux.	Oak Knoll Naval Hospital, Oakland	James Lucas	415/444-1259
15	USPS	Redwood H.S.	Jim Carey	415/454-2956
16	USPS	Marin Academy	Jim Carey	415/454-2956
16	USPS	Shoreview Rec. Ctr.	Ernest McElroy	415/341-5487
16	USPS	Vallejo Jr. H.S.	Orrin French	707/643-6023
17	USPS	Novato H.S.	Jim Carey	415/454-2956
22	USPS	Wilcox H.S., San Jose	John Horning	415/967-4449
23	USPS	Piedmont H.S., Oakland	Ed Jepsen	415/547-4023
24	USPS	Sta. Rosa Jr. H.S.	John Mayhue	707/546-8879
31	CG Aux.	Government Island	Russ Schleske	415/530-4923
Feb.				
4	USPS	Fairfield H.S.	Carl Anderson	707/425-5852
5	USPS	Homestead Svgs & Ln., S.F.	Jim Short	415/431-1428
5	USPS	Stockton Blind Center	Joe Cooke	209/952-4470
12	USPS	Alhambra H.S., Martinez	Jim Neill	415/829-0919
14	USPS	Las Lomas H.S., Walnut Creek	Jim Neill	415/829-0919
18	CG Aux.	Hogan H.S., Vallejo		707/644-9197
Mar.				
12	USPS	SMUD Football Annex, N. Sacramento	Frank Quadro	916/497-4455
14	USPS	Valley H.S., So. Sacramento	Richard Paine	916/922-1792



SPIKE NEWMAN



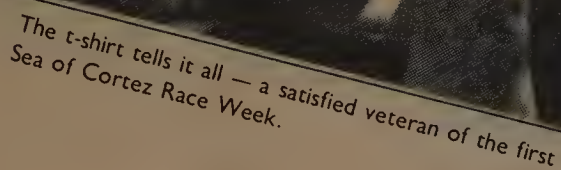


KAY RUDIGER

Mark Rudiger of Sausalito looked pleased after winning the 1984 Singlehanded TransPac. Mark and his wife Kay also live onboard their Carlsen 29 'Shadowfox'. There's no place like home!

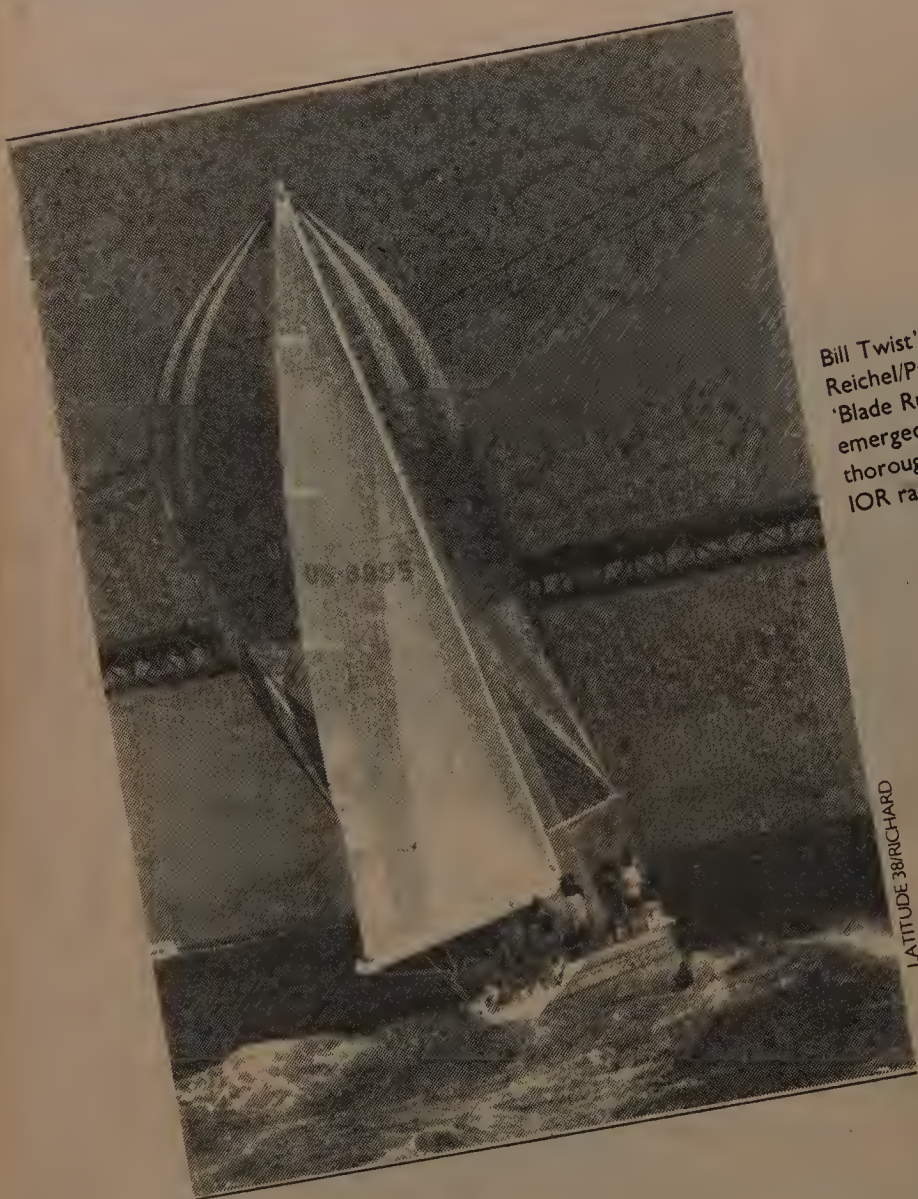
**January** ... Josh Pryor, captain of the 64-ft charter sloop which operates out of San Francisco's China Basin, told all about his adventures in the charter boat trade, from weddings to burials to wild sex parties — well, at least one wild sex party ... We learned that when a scorpion bites you in Yelapa, chew the offending spider up and spit it out on the wound! ... and Andrew Urbanczyk admitted he was really a dodger fan ... **February** ... In Santa Cruz the 8 meter *Angelita*, with which Owen Churchill won a gold medal in the 1932 L.A. Olympics, was presented to the public after an extensive rebuild in the masterful hands of Bob Thomsen's C&B Marine ... and Nick Frazee's Nelson/Marek 68 *Swiftsure III* won the San Diego to Manzanillo race ... **March** ... The biggest *Latitude 38* Cruising Crew List came out with 44 column inches of peo-





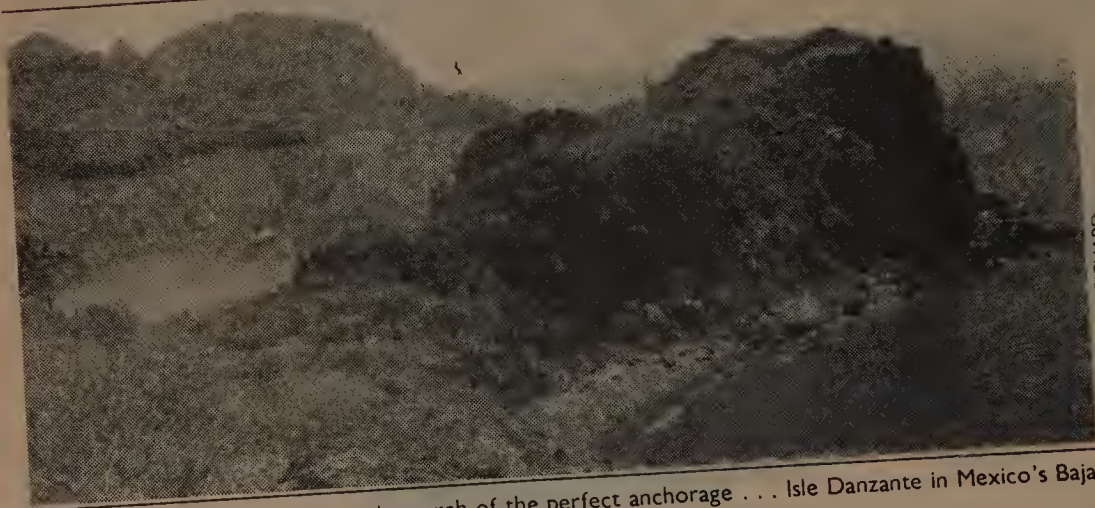
page 121





Bill Twist's new Reichel/Pugh 48 'Blade Runner' emerged as a thoroughbred IOR racer.

LATITUDE 38/RICHARD



LATITUDE 38/RICHARD

In search of the perfect anchorage . . . Isle Danzante in Mexico's Baja.

weather . . . **May** . . . San Francisco's John Bertrand and Tiburon's Russ Silvestri became embroiled in an excruciating battle to win the right to represent the U.S. at the 1984 Olympics in the singlehanded Finn Class. For two and a half months the sailors and their lawyers, family and friends clashed before a special arbitration board finally decided in Bertrand's favor less than a week before the Games began . . . John Williamson, aka "Mr. Mexico," started his cross country cruise to the East Coast aboard his Cheoy Lee Offshore 47, *Pericus* . . . Anne Gardner Nelson said that the best way to handle hecklers when she skippered a boat at the SORC was to throw beer at them . . . **June** . . . Who put the bop in the bop she bop bop? We still don't know, but we do know how the radial head spinnaker was born in Sausalito back in the 1960's . . .





Richardson Bay between Sausalito, left, and Strawberry Point, with several of the houseboats that have come under intense scrutiny from local governing agencies. At year's end, the housboat dwellers have three years to move out or find a marina at which to dock.

LATITUDE 38 SHIMON

We published the results of our Marina Survey, which seemed like a good idea at the time, but for which we caught mucho flak from marina owners . . . Max Ebb disclosed that dog paws make excellent non-skid, which is why your boat and Fido's paws bear a striking resemblance . . . **July** . . . The big news this month were the races to Hawaii. The Pacific Cup for crewed and doublehanded entries saw Ben Choate at the helm of the Lee 67 *Merlin* setting a new elapsed time record. Even more amazing was the performance of Gary Clifford and Jonathan Livingston on the Express 27 *Light'n Up*, who completed the first 1100 miles in four days! . . . Elsewhere, we found out that boat pox is another name for fiberglass heart break . . . **August** . . . Sausalito is a town where the tradition of art and creativity have met development and "yuppie"-ness head on

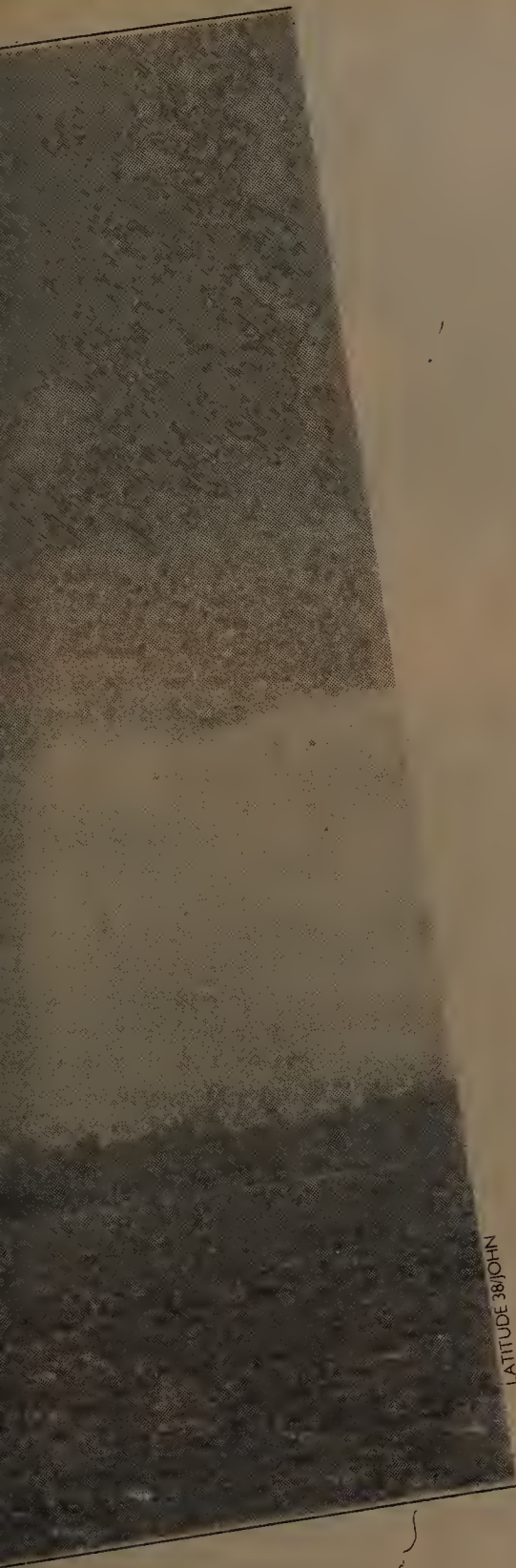




The 'Californian', official tall ship of the State of California, spreads her wings as she crosses the Bay in a fresh September breeze. After touring the Bay and travelling up the Delta, the 90-ft wooden schooner headed offshore with a crew of Sea Cadets.

... On the racing scene, 64 world class racers convened in Hawaii for the Clipper Cup and Randy Short's new *Sidewinder* from the St. Francis YC turned in the best Bay Area performance, while Mill Valley's Commodore Tompkins helped the maxi *Boomerang* to overall honors ... **September** ... In researching her story on women boatowners, writer Glenda Carroll discovered that women are like men, only different. They buy boats because they love to sail; they learn to maintain them because they know they can trust the repair worker; and they can't wait for their next sail ... **October** ... The Maxis — George Coumantaros' 80-ft *Boomerang*, Jim Kilroy's 80-ft *Kialoa*, and Jake Wood's 82-ft *Sorcery* — plus a ton of other IOR racers came to town for the St. Francis YC Big Boat Series ... We concluded our guide to cruising on Mexico's West





LATITUDE 38/JOHN



LATITUDE 38/RICHARD

Consider the possibilities.

Coast, particularly Baja . . . and it was disclosed that Afghani rebels are wearing Patagonia outerwear in their struggle against the Russians. Hell no, we won't go unless we get to wear our polypro! . . . **November** . . . Down south in Santa Cruz the production lines are humming these days with new boats from Bill Lee, Ron Moore, George Olson and Terry Alsberg . . . Shelley Stevens took us on an all women (almost) schooner passage in the Pacific Northwest . . . We found out there are 162 lost ships to be found outside the Golden Gate . . . **December** . . . Even though you're reading this in the January, 1985, issue, this issue is really about what happened last month. Enjoy and Happy New Year!



# SC 70 LAUNCH



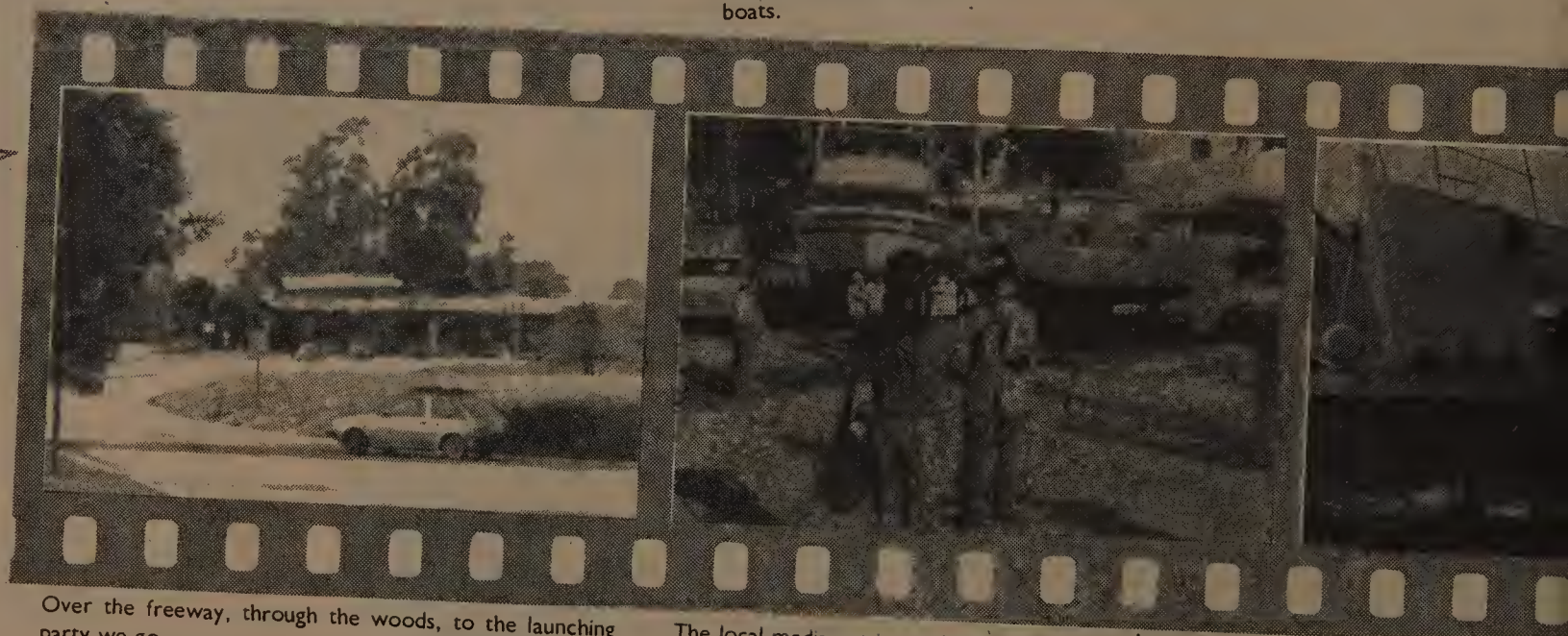
On November 30th, Bill Lee of Santa Cruz launched his latest yacht, the new Santa Cruz 70. Christened *Blondie*, the boat is owned by the Moniz family of Hawaii and will partake in the 1985 TransPac race from Los Angeles to Honolulu. Two more 70's are in the works now at Lee's shop, a converted chicken coop high on a hill in Soquel, near Santa Cruz.

ALL PHOTOS BY JOHN MCCARTHY  
EXCEPT WHERE NOTED



Packed up and ready to go. 'Blondie' has an elliptical rudder, which is rapidly becoming the standard shape for racing boats.

And away we go!



Over the freeway, through the woods, to the launching party we go . . .

PETER COSTELLO

The local media get in on the act.

Now that's close!

The SC 70, whose design lineage includes the legendary *Merlin* and the popular Santa Cruz 50, created quite a stir on her way to the Small Boat Harbor for launching. Lending his talents was Drivin' Ivan of Alviso Boat Transport, who amazed onlookers with his ability to squeeze by obstructions with inches to spare. There was also free beer for spectators, a Channel 8 TV news reporter to document the event and over 200 very vocal supporters willing to whoop it up.



A postscript: Robin Mair, who works for Lee, reports they've already taken her out for a sail. "She goes just fine!" he says. Hull #2 is due to launch in the middle of January.



This is what 2,200 miles of Pacific Ocean will see, very briefly, during next summer's TransPac race.

2:00 p.m. Splashdown!





Bill Lee in his Merlin the Magician outfit. Sort of like dressing up for Halloween!

This boat makes wide right turns! The folks in downtown Soquel get a lunchtime treat.



'Blondie's multi spoked wheel.

What's a boat launching without free beer?



So far, so good. It floats.

Bill takes his latest creation out for a spin.





I've gone to enough boat shows to realize that it's not so much what you see, but who you meet that makes attending them worthwhile. That's why I like to go alone — I can talk to "interesting" people for as long as I want without boring my friends or family half to death.

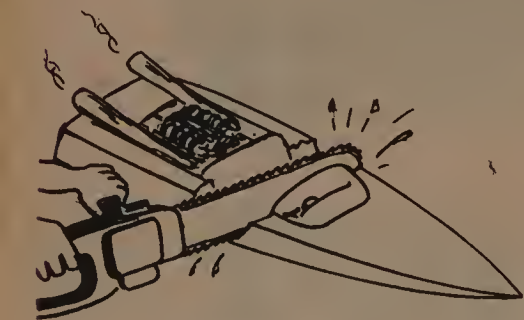
Of course, there are some people I can expect to run into no matter where I go, if sailing's involved. On my latest trip to the boat show, for example, I had only made one preliminary cruise around the main exhibit hall when I bumped into Lee Helm. She was standing at a binocular display, talking to a slightly confused-looking salesperson.

"Good morning, Lee," I said as I walked up to the counter. "Find anything new and exciting?"

"No, not really," she answered. "I'm looking for some low power, wide angle, compact binoculars, but they still don't make what I really want."

I picked up a pair of rubber-armored 7x50's that were wired to the display counter, and scanned the exhibit hall. "These look pretty good," I said as I focused on the sail numbers of a large cruising ketch.

"They'd be great to use from the bridge of a big ship at night," she said. "I mean, that's what 7x50's were designed for. I want some-



The Texas Chain Saw boat show.

thing with only four or five power magnification instead of seven, so I can still see something while I'm bouncing around in a small boat. They should also be waterproof, fit in my foulie pocket, and have a very wide field of view."

"Are you sure that's possible without big lenses?"

"Sure. The trade-off is light-gathering power. I mean, for daylight use, you're probably wearing sunglasses anyway, right? So who cares about image brightness?"

The salesperson had taken this opportunity to escape, so we turned around and watched a demonstration of a "revolutionary" new overboard safety device along with a growing crowd of spectators. Evidently it consisted of a little box containing a self-inflating helium balloon with a built-in radar

reflector. The person lucky enough to fall overboard with this apparatus attached to his life jacket can make himself visible to radar over literally hundreds of square miles.

"I don't know," I said. "Seems that any wind would blow it flat down against the water."

"I think you're right," said Lee. "There's only enough helium in there for about two ounces of lift. A 25 knot wind will cause about . . ." She hit some buttons on her calculator watch: ". . . about eight pounds of drag force. So at the end of this 125 foot line, the balloon ends up . . . two feet off the surface. And I'm hardly allowing anything for the weight of the balloon and line."

We weren't the only skeptics in the crowd. But then the dealer explained that in high winds it's designed to behave more like a kite than a balloon, and would rise to nearly a hundred feet regardless of wind strength.

"I'll stick with the flag and pole," I said. "Along with a whistle and a strobe light in my pocket."

We walked over to a hardware distributor's booth, where the latest in jib-furling, spinnaker-furling, and mainsail-furling devices were all set up on one of those miniature rigs that's built with full-size spar sections and hardware.

"So what else is new and exciting at the show this year?" I asked.

"I always spend more time looking at accessories and small craft, Max. That's where all the innovations are."

"I know what you mean," I agreed. "If you've seen one 35-foot cruiser-racer, you've seen them all."

We moved on to the next aisle, and came to one of the many sailboard exhibits. Lee

I suddenly found myself in a room filled with fiberglass powerboats — a completely alien environment.

seemed to know everybody there. "I can spend hours looking at the newest sailboard rigs and hulls," she said, "although you may have noticed that this year's boards all look a little more alike than last year's. It's like the development is actually slowing down a little as they zero in on the optimal designs for each market."

I studied the three-ply leach of a 45 square foot full-battened transparent mylar sail, and noticed that the outhaul blocks are now built into the clew-board, going one better than the compact pulley hooks that were just introduced last year.

"And a lot of lower quality equipment has fallen out of the market," she continued. "The average sailboard is a much better value than a few years ago. How about it, Max? When are you going to buy a board?"

My eyes had been caught by the video monitor, which was showing a windsurfer screaming down the face of an eight-foot breaking wave. Another sailboard flew across the foreground in the opposite direction, and the camera reversed to follow it over the wave and at least 15 feet into the air. The narrator was saying something about aerial loops.

"No thanks, Lee. I'm a little old for this sort of nonsense. Ocean racing's plenty crazy



enough for me!"

"We'll see. But meanwhile, there's a sailboard technology spinoff that might interest you."

"What's that?"

"The Wishbone Dinghy. I think it's the most innovative thing to happen to small sailing dinghies in quite a while."

"I've seen a few of those. What makes them so great?"

"There's no real performance advantage or anything, just convenience and economy. You see Max, a large portion of the cost of any good sailing dinghy is the spars, sails, and rigging. If a dinghy is designed to accept a standard sailboard rig, then all this expense can be eliminated."

We walked over to where one such "Wishbone Dinghy" was on display.

"But what keeps the mast from breaking off right at the mast step?" I asked. "Wind-surfer masts aren't supposed to be deck-stepped like this."

"Good question. Some designs use shrouds that go up to the gooseneck, but most use a reinforcing sleeve, usually an aluminum pipe section, to strengthen the bottom five feet of the mast."

time to consider the implications of these concepts.

"Max, I'm going to catch a lecture that one of the top local board shapers is giving in a few minutes over in one of the seminar rooms. You can leave a message for me here if you want to meet again later."

She left me some brochures she had been carrying with her friends at the sailboard exhibit, and I went over to look at electronics.

What captured my attention was a computerized video piloting display, a device which supposedly could eliminate chart work entirely. It was a heavy and expensive unit, obviously intended for commercial use. A ten-year-old boy was sitting at the controls, plotting courses and taking bearings on request from a few people who were also interested in the machine.

"How long did it take you to train that kid to demonstrate that thing?" I asked the manufacturer's representative.

"We don't even know who he is!" he insisted. "The kid just sat down and in five minutes had the whole thing figured out. Probably thought it was just another video



LATITUDE 38°51'S

The latest innovative design . . .

The Texas accent was unmistakable.  
... "I thought I'd check out  
the new boats 'fore tha quiche eaters  
and yuppies ran me outa town."

"I see. You can just plug in whatever rig you happen to have around."

"Right. And then, so you also have an alternative use for the other part of your sailboard, there are the rowing adapters that turn sailboard hulls into rowing dinghies. There's even one kit that turns two boards and one rig into a four-person catamaran. Just think of all the possible combinations if you carry all these components on a big cruising boat. Awesome!"

"Awesome," I repeated, not really having

game!"

I watched in awe as the boy entered a few more waypoints, and then had the machine calculate great circle distances, drift corrections, and ETA's.

Then it was back to the main exhibit hall. After taking a quick look at some cruising boats, I wandered off to one of the separate exhibit halls to see if I could find some more unusual accessories. I suddenly found

myself in a large room filled with nothing but fiberglass powerboats — a completely alien environment. Chrome exhaust pipes, metallic-flecked paint, and salespeople that looked like they were on loan from a stereo store. I was sure I wouldn't meet anybody I knew in here! But my curiosity was aroused, so I walked down the rows of powerboats to see what this world was like.

I stopped to admire the pin-striping on a very high-speed model with a V-8 outboard, when I heard someone call my name. I had been spotted — in the stink-pot room! I was mortified.

"Why, Max old buddy! Is that you?" repeated the voice.

The Texas accent was unmistakable. It was a voice out of the distant past, an old college roommate who I hadn't seen or heard from in years. Thank God it wasn't one of my sailing friends!

"What are you doing in this neck of the woods?" I said. "You should have let me know you were in town!"

"Naw, just here for a couple days on business," he said as he climbed down from the cruiser he had been inspecting. "Thought I'd check out the new boats in this city 'fore the quiche-eaters and the yuppies run me outa town."

After getting my back slapped and my hand squeezed, we exchanged enough gossip to bring each other reasonably up to date. Then he insisted on giving me the com-



plete guided tour of the latest and greatest in the world of power.

First stop was a boat called the *In-cinerator 18*.

"Now this little number," he explained, "is a lot like the boat I have back home. We're talking turbocharged V-8, we're talking 80 miles per hour, we're talking no mufflers. We're talking no license required. And it's okay to bring along refreshments, if you know what I mean and I think you do."

"It does look fast," I said.

"Yesireee! They've cranked out a couple different versions of this boat, all with the same bottom shape. Must come from the sweetest little mold that ever saw the business end of a chopper gun."

I leaned in over the rail to get a look at the glass work under the coaming.

"Nice upholstery, huh Max?"

"It's beautiful — but you're right about the chopper gun." I pulled away some sections of the plush backrest that was part of the L-shaped seat. "I don't think there's a thread of woven fiber in this hull!"

"Those jerkolas who build these things wouldn't know woven roving from shredded wheat. Nosiree. Doesn't make any difference, though. Let's go back and look at that cruiser over there."

The cruiser was a 28-foot twin engine design called the "SX/SX." It was styled like a racing powerboat, with reverse shear and a venturi windshield. I was surprised to see stern drives with twin counter-rotating propellers on each shaft. We climbed up a short ladder and into the cockpit, where I was immediately taken by an impressive array of chrome-plated engine and drive unit controls.

design:

"Numero Uno," he said, "is the fully equipped bar. We all know what that's for. Numero Two-O," he continued, "is the entertainment center with the compact disc player and VCR. That's for people who think they haven't really enjoyed a cruise unless they've watched a couple hours of Empty-V at anchor. Personally, I only stay at marinas that have cable. And Numero Three-O, back there down through that door

seems to me that after a few weeks it gets to be the same thing over and over again."

"Now you're talking 'turbo-burnout', and that's why I also have a jet-ski. Change of pace. Every time I get a little bored with the big boat — or when they cancel my credit card — it's good to get back to the basics, a little closer to the elements. 'Cept now the high sheriff's decided we all have to wear life jackets. Gets me P.O.'d just to think about it."



LATITUDE 38°51'N

at the back end of the cabin, is the feature we all 'preciate the most — a legit king-size bed. You'd have to be some kind of pervert to have any fun in that V-berth way up front."

"I guess Numero Four-O," I added sarcastically, "is a mirror on the overhead."

"That's an option," he responded, taking

"Numero Three-O  
is a legit king-size bed . . ."

"How fast does it go?" I asked, imagining I sounded like a total novice.

"Probably only about 45, unless you order it with different power options. Let's get down to the nitty and check it out downstairs."

As our feet sunk deep into the plush carpeting on the cabin sole, my old friend enumerated the important features of this

me seriously.

"Well, it certainly is an impressive layout for a 28-footer," I said. "I've seen quite a few sailboat cabins designed with basically the same purpose in mind. They can't compare with this."

"You still into that sailing bullstuff, Max?"

"Of course. Don't you get bored just motoring around in powerboats all day?"

"Bored? At 60 miles per?"

"Okay, okay. Speed can be exciting. But it

We rested for a few more minutes in the comfortable cabin (another important boat show tactic I've picked up), and then moved on to the next boat on my friend's itinerary: a jet-powered ski boat.

On the way, we passed a 19-foot tri-hull "offshore" fishing boat, the kind with a central console in the middle and no foredeck. It looked seaworthy enough, and had every conceivable electronic navigation and fishing aide — including radar, Loran, and several kinds of sonar.

"Robotronic City," said my friend. "Nothing but a Computerland with propellers."

Sure enough, it was even equipped with the same computer graphics plotting device I had seen just a short time ago on the other side of the show.

The ski boat was a 17-footer called *The Eliminator*. More metallic paint, plush upholstery, a low-rider style steering wheel,



and an enormous turbo-charged engine connected to a water pump jet drive unit. There was a big chrome ski towing pylon rising from the middle of the cockpit.

"I would of bought one of these if it had been available two years ago. It's better at high-speed turns, for when you decide to not run over any more jerkolas on wind-surfers. The finish work is high-class. Best I've seen anywhere."

"But doesn't it turn to chalk after a few months in the sun?" I asked.

"Why should it sit out in the sun?" I keep my 18 in the garage, and wax it almost every Sunday afternoon. Unless I'm doing the pickup, that is."

We watched the video film of the boat pulling five skiers over a jump and through a flaming hoop, then we walked further into the depths of the power boat hall to gawk at the 45-foot 100-plus mile-per-hour racer that had just broken some major speed record. Next we tried to go aboard the 38-foot *Tarantula*, but the line was too long, so we went over to the *Kamikaze* jet-ski exhibit instead.



"Well, I've got to meet some people back in the main exhibit area," I said, feeling a strong desire to get out of that room. "It was great seeing you again. Hope you can stay in town an extra day and come out sailing on the Bay."

"No thanks, Max. Got to be in El Lay

next. Besides, last time some friends talked me into going sailing it was so boring I would of rather been playing horseshoes. Maybe San Francisco Bay's different, but where I

come from all the rag-hangers are either wimps or wimpettes."

"I think you'd find the Bay pretty exciting," I said.

"Too cold, too windy. How can you have any fun on the water if you can't get nekkid?"

"Good point," I said, and after some more backslapping and bonecrushing handshaking, I made my escape back to civilization as I knew it.

The first exhibit I came across was set up by the local dinghy racing association. What

a breath of fresh air! They had practically a dozen different racing boats on display, not representing any particular manufacturer. Just promoting the association. No salespeople, no polyester suits. Just volunteers running the booth, talking up their favorite boats. I was relaxing my eyes on the 505 when Lee Helm walked by.

"Oh, there you are, Max. There's a boat here you've got to see." She pointed to the

other side of the hall. "It's an inflatable sailing catamaran. They say it sleeps six and can be stored in a closet!"

We had some fun looking at this and a few other "off mainstream" designs, and then had a fascinating discussion with the person at the NOAA booth. I found out why the

"You still into the sailing bullstuff, Max?"

chart shows the Olympic Circle buoys in the wrong locations, and Lee got some information that she hopes will enable her to get up-to-date weather maps printed out on her computer.

Lee wanted to look at sailboards some more, so I spent the next hour talking to sailmakers.

Sailmaker A said sailmaker B's sails are too flat at the top and too full down low. Sailmaker B said sailmaker C's sails are all designed by one person in a loft back east who doesn't know what conditions are like out here. Sailmaker C said sailmaker A's sails are all designed by a ten-year-old computer program. And sailmaker D had a whole list of terrible things to say about sailmakers A, B, and C. It was obvious that ordering a new sail was going to be a more complicated process than I had thought.

Then I had another interesting chat with some people who specialize in self-steering and autopilots, and finished off the day by buying myself an expensive but badly needed present: a new float coat made by one of the premium quality foul weather gear manufacturers.

So what's new and exciting at the boat show this year?

Eight interesting new boats, 31 uninteresting new boats, 14 dinghies worth looking at, and 29 sailboards. Three gallons spilled diesel oil (from the water separator demonstration). No heads roll, at least not under current MSD regs. Several million horsepower concentrated in one room. Four acres of accessories.

Kung Fu, Jibe Fu and Crowd Fu. One good wave-jumping video. One motor vehicle chase, but it's over as soon as you find a parking spot. Bring your own food. Max Ebb (with due credit to Joe Bob Briggs) says check it out.

— max ebb



# THE AMERICANIZATION

We know the exact moment our love affair with Cabo San Lucas began to ebb. It was Monday, December 3, at 10 p.m. local time. We were sitting in the very crowded, very American bar and grill called the Giggling Marlin. There we'd just watched Sea of Cortez Race Week male bikini contest winner, Lee Washburn scoop up thousands upon thousands of pesos as a result of winning the Monday Night Football pool, when all of a sudden staring down at us from the six large Sony TV's hanging from the ceiling was the visage of Joan Rivers.

You have to understand that up until a year or so ago, the only immediate news and electronic entertainment that slipped into Cabo San Lucas were the tidbits passed along on ham radio nets or the occasional *L.A. Times* that someone had dragged along from the plane. But now satellite dishes are sprouting everywhere. Thus you could watch Monday Night Football which — even though we're a fan — we found in bad taste. But inflicting Joan Rivers on Cabo San Lucas? Joan Rivers who appeared to have

ALL PHOTOS BY LATITUDE 38/RICHARD

Giggling Marlin, having eaten nothing, having drank nothing, yet with a vile taste coating our mouths. As we walked out into that typically soft, dry Cabo night, we couldn't help but wonder what all the Americans were doing indoors watching inane TV.

Yet during the next two days we were to discover that much of Cabo has changed dramatically. And we're not talking change in the last four or five years, but change since we'd last been there at the conclusion of the



Like a bird, flying south for the winter.

been dipped in several gallons of make-up. Joan Rivers, who even though the volume was low, you nonetheless knew was yapping about some completely shit-ass celebrity crap everyone had travelled so far to get away from.

We've had bad cases of *tourista* before, but we never felt more like puking as the moment when we walked out of the door of the

Afterall right outside sparkling in the moonlight was a panorama of nature at her dramatic best. Why had these people travelled all this distance when they could have the same experience back home in Encino? It was, in our opinion, repulsive.

Cabo Race in November of 1983, a mere 13 months before. The truth of the matter is that Cabo has become very upscale, rather prosperous, but most of all very American. What a sad fate for what only a decade ago had been an isolated sportsman's outpost.





# OF CABO SAN LUCAS

If we were to be realistic, we suppose we'd have to admit that it was inevitable. There's simply no way the magical, charming little kid that was Cabo would not grow up, develop, and move on to take her place in the world. All we can do now is cross our fingers

attractions. Although even if she did, we suspect we'd love her still.

The Giggling Marlin seems symbolic of what's going on in Cabo San Lucas. It's a big bright white building, with eight overhead fans, high ceilings and a thatched roof. A

constantly, be it football, the Tonight Show, or the daily litany of grief from the real world via CNN. Clever sayings, such as "English broken here" and "If you can read this you haven't had enough to drink" are painted on the exterior walls.

But perhaps the three most distinguishing features are how brilliantly lit up it is at night in a town where dim lights have been the rule; how very well built the facility is in a town of mediocre construction standards, and how packed it is with exuberant Ameri-



The view from Gringo Highlands, overlooking the Sol Mar and Finnesterre Hotels and the gigantic Pacific facing beach.

and hope she's able to maintain some of the dignity of her humble youth and not end up the 25 cent whore among the world's tourist

mirror runs the full length of the back of the 100-foot bar, and murals depicting various scenes — includes a couple of women flirting with a couple of guys in a Giggling Marlin-like bar — are painted on the walls. From above hang the big Sony TV's which play



Progress or prostitution? This buoy goes for \$10 a night.

cans. Basically it's the kind of place you used to say, "They ought to have one of . . ." when you walked down Cabo's quiet streets several years back. Now that it's there, you — well, we anyway — wish it wasn't.

**T**he Giggling Marlin is owned by a partnership of three, the majority of whom are from Santa Cruz. The Californians are Gary Wagner and Edward Coyle, the Mexican majority owner — as required by Mexican law — is Yolanda Ramos.

Gary, who gave us free samples of some of the G.M.'s very fine food — specifically shrimp stuffed with lobster and wrapped in bacon — explained that he's been coming down to Cabo since 1969. Over the years he and his friends bemoaned the fact that there was very little to do at night. Then a year and a half ago the former general contractor decided to do something about it, the result of which is the flashy bar and grill just a short



# THE AMERICANIZATION

walk from Cabo's inner harbor.

Wagner explains that bringing the project to fruition — it opened just over two months ago — wasn't as difficult as it could have been. The concept was well received by the citizens and officials of the area, and the paperwork "was a piece of cake compared to what you need to build in Santa Cruz county."

That is not to say everything went smoothly. Gary learned the hard way that you start a building in Mexico with a big parade by all the workers and their families to the building site, where a cross to the Virgin is placed at the highest point, and where a goat is then barbecued. That's for starters. Later you find, for example, that you can't just cut down the palms for the thatched roof any old time, because palms cut during the period of a full moon will last for 75 years while those cut at other times only last 6 or 7 years.

Getting materials, as you might expect, was not that easy or timely in Mexico either. When Gary called his supplier about the whereabouts of his first load of cement for the foundation, he was told it was several hundred fathoms. The boat had sunk. Eventually the Giggling Marlin had to open with-

entertainment, dancing on the tables, magic tricks, a "too much fun club", and all sorts of action. No sleepy cafe, the Giggling Marlin.

**B**ut as we indicated before, The Gigg-

buys now, buoys which rent from the Hacienda for \$10 a night. If you've been to Avalon you know what it looks like. While you can still anchor in the inner harbor at Cabo for nothing, the only available spots in the outer harbor are at the extreme northeast



Mexican-built, American-owned, hacienda on the hill. Many, many more to come.

out any windows, for the Mazatlan to La Paz ferry that was carrying them struck a rock, the impact breaking the windows.

As for poor materials, Gary's partnership solved that problem by, if we understood him correctly, ordering five of everything, and then discarding the poorest four. Whatever they did, it came out right, to which we're as pleased for them as we are displeased for Cabo. To make it additionally irresistible to Americans, Wagner plans live



ing Marlin is merely symbolic of the wholesale Americanization. It's everywhere, with more to come. In fact let's count some of the ways:

1. The outer harbor of Cabo San Lucas is almost completely covered with mooring

end where the surf is big and it's a long dinghy ride to the inner harbor, or offshore in very deep water. All choice ground has been taken by the buoys, of which incidentally, there are plenty open. Just pick one up and call Dave Liles on Channel 69.



# OF CABO SAN LUCAS

2. The delightfully ramshackle little palapas on the beach where your folding chair used to sink into the sand are almost completely gone now. They've been replaced with grand restaurants and bars, with polished waiters, wine lists, and American

San Diego.

3. The *L.A. Times* and *U.S.A. Today* are available at many locations the same day they are printed in the States. At \$2.50 U.S. apiece, they sell well. Combined with the satellite news on TV, this is the single most

which have purchased by Americans. The roads are already in and big haciendas — some with pools, tennis courts and satellite dishes are going up right and left.

5. There are now three car washes in dusty Cabo San Lucas.

6. The inner harbor has been rip-rapped to the extent it appears likely the seawall will not fall down. The trailer boat launch ramp at the far end is getting frequent use.

7. The great little mark III version of the thatched roof airport is no longer in use, as after three years of sitting idle, the monolithic multi-story concrete terminal is now serving passengers.



One of the G.M.'s gracious American partners, Gary Wagner of Santa Cruz.

8. Cabo finally has jazzy souvenir t-shirts — to say nothing of designer souvenir t-shirts.

9. Mini shopping malls have blossomed all over town.

10. There are more paved roads than ever, including a new one that bypasses San Jose del Cabo, shortening the drive to La Paz by 40 miles.

11. There are attractive women — Mexican and American — on the streets and on the beaches. Not many, mind you, but more than before. Basically it's still a BYO part of the world, however.

12. It now costs 300 pesos to take a cab across town, although even hotels will give you 200 pesos to the dollar.

13. There are definite plans — with sites chosen — for three yacht clubs in the inner harbor.



The Giggling Marlin, where you'll feel right at home.

prices. Lobster is \$15 U.S. Peter Sutter said he had the best steak in his life at Las Palmas; they told him it was flown in from

disgusting, unwanted, and unneeded bit of progress.

4. The dramatic hills overlooking the harbor and/or the beautiful stretch of Pacific from the Cabo Falso Light to Los Arcos has been surveyed into homesites, most all of



# THE AMERICANIZATION

14. The biggest new building in town is a disco.

15. Leonard's *tacqueria* is up to six video games.

16. Big time "butt surfers" have descended on the Pacific facing beaches to practice their sport.

17. Mariachi bands are being imported from Guadalajara — but are they ever good!

With all this change in Cabo, it's nice to know that some things remain the same. For example:

1. All the taxis are still big metallic green LTD's with drivers who still use those sweet colognes.

2. Paty's Restaurant still serves some of the best BBQ'd chicken in the world.

3. The vistas from overlooking the bay, from Lover's Beach, and from the Pacific facing hotels are as spectacular and dramatic as ever.

4. The ices — be they canteloupe, water-

melon, lima, or cherry — are still packed with fruit.

ment, most were better off for it and accepted it as better for them and their children. People had more money, and this was evident almost everywhere.

As for the cab driver, he was raised on the mainland near Acapulco and had also lived

Yes, in recognition that the waterfront area is earmarked for tourism, the local government offices have all been moved about a mile inland to a bright new building on a plain overlooking the harbor. A short distance away is the brand new baseball stadium



No wonder they're called 'butt surfers'.



in L.A. for several years. "Cabo San Lucas", he told us with utmost conviction, "is the best place in the world to live." Driving a cab, he has been not only able to buy a home for himself but has also bought a lot near the new city center.

The Pacific side of Lover's Beach, butt surfing's heaven.

um with lights and a terrific new indoor outdoor basketball stadium. Recently the Baja Olympics were held here, with participants



# OF CABO SAN LUCAS

The number of sailboats in Cabo during the first week in December was on the low



Mexican delicacy; white corn splattered with hot sauce and brushed with mayonaise. Available at popular carts all over town.

side. There were about five anchored at the distant end of the Bay, and eleven in the inner harbor. Just to give you an idea of what kind of boats people are cruising in these days, here's a rundown of what was anchored in the inner harbor: a Cal 24, two Westsail 32's, a Santana 37, a Hunter 34, a Down East 32, a Perry 37, and three ketches



Those wild spirits, Peter and Annie Sutter, as they prepare to head out for La Paz.

of various description that looked to be about 40-ft in length. Oh yeah, and Peter Sutter's Wylie 36 and our Freya 39.

We had a wonderful dinner with the retired Sausalito sailmaker Sutter, his wife Annie, our crew of four, and a couple of wacky and hard-drinking Alaskan geologists that were travelling Mexico by foot, bus, train, plane, boat — whatever moved.

Previously Sutter had said that he would be heading for the Marquesas in the middle

from all the big towns such as Mulege, La Paz, Ciudad Constitucion, and Loreto.

But nothing is changing in Cabo as dramatically as the inner harbor. Fonatur, Mexico's agency in charge of promoting tourism, has enormous plans here, plans that appear

sport fishers to come in with their catch. Condos will overlook perhaps 40% of the harbor, set back only by the width of a promenade. The ferry dock will remain, but a huge hotel will be installed next door. Near the old cannery there will be three boatyards.



to be well on their way to completion. The three yacht clubs we previously mentioned, are merely one facet. On the northern end will be several hundred permanent floating docks, complete with electricity and water. They'll be a big separate fish dock for all the

A big town fountain is planned at one end, and the whole area will be lit up like the 4th of July. Mexico's always had big plans, but there's a genuine feeling of momentum here that's hard to deny. It's gonna happen, and soon.

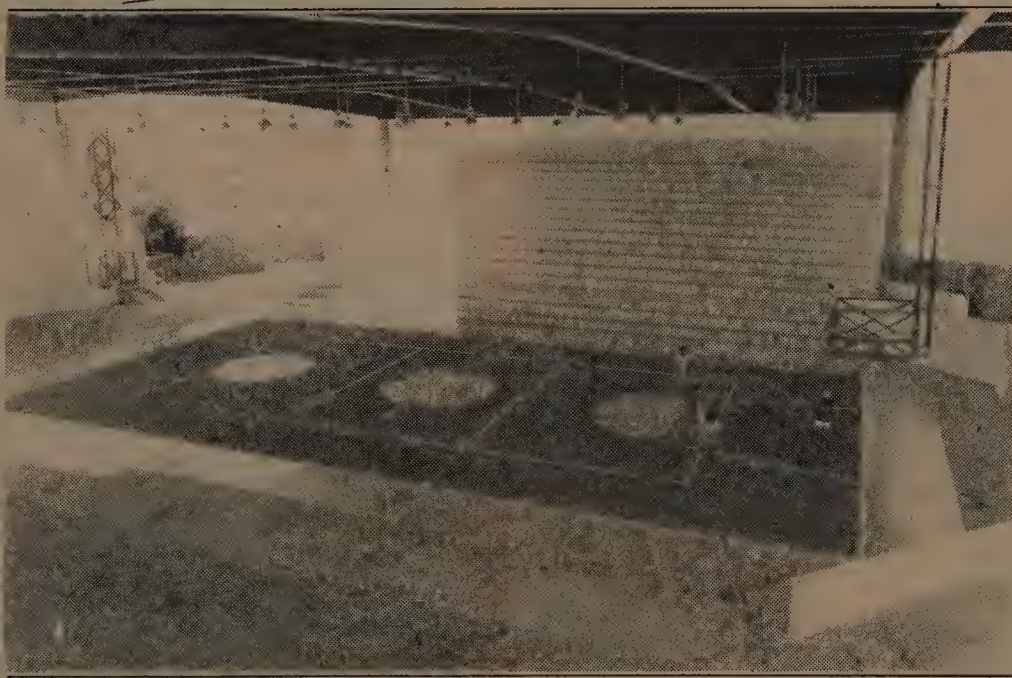


# THE AMERICANIZATION

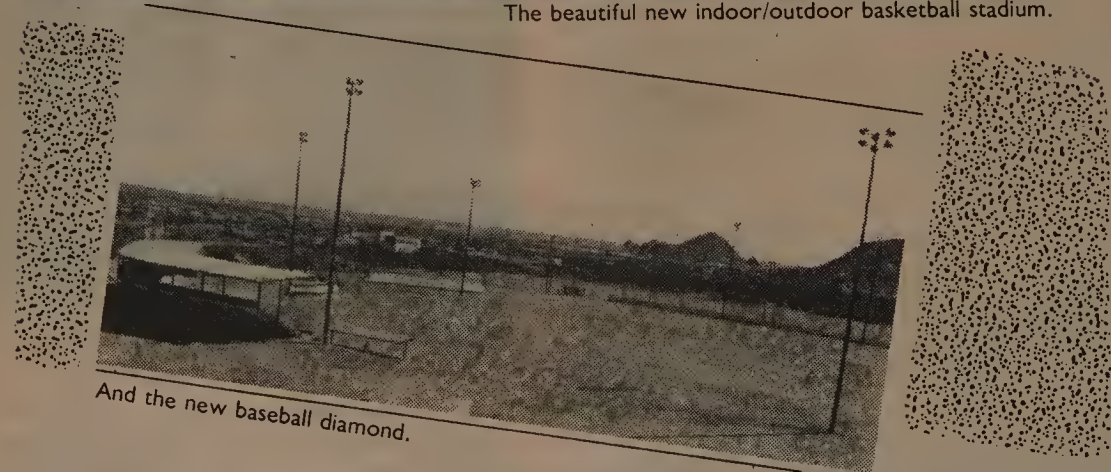
## PROGRESS FOR THE LOCALS, TOO



The new local government office.

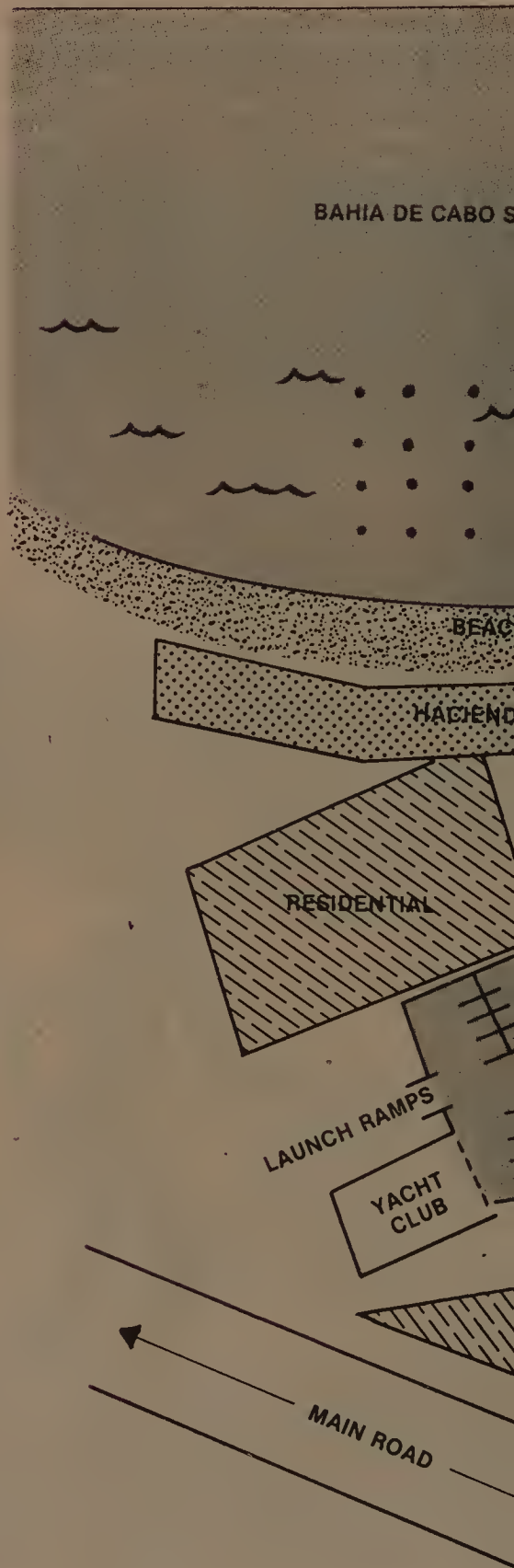


The beautiful new indoor/outdoor basketball stadium.



And the new baseball diamond.

## FONATUR'S PLAN



of March and thus would not be able to hang around for the Second Annual Sea of Cortez Race Week that starts in late March. But after a couple of *vino tinto's* his schedule seemed to get a bit more flexible. In fact he vowed that *Contrary to Ordinary* would not repeat as Race Week winner. "I'll have my 150 genoa brought down from Sausalito", he threatened with a smile.

If the intentions of the boats we've talked to are any indication, the second annual Sea of Cortez Race Week is going to be far larger.

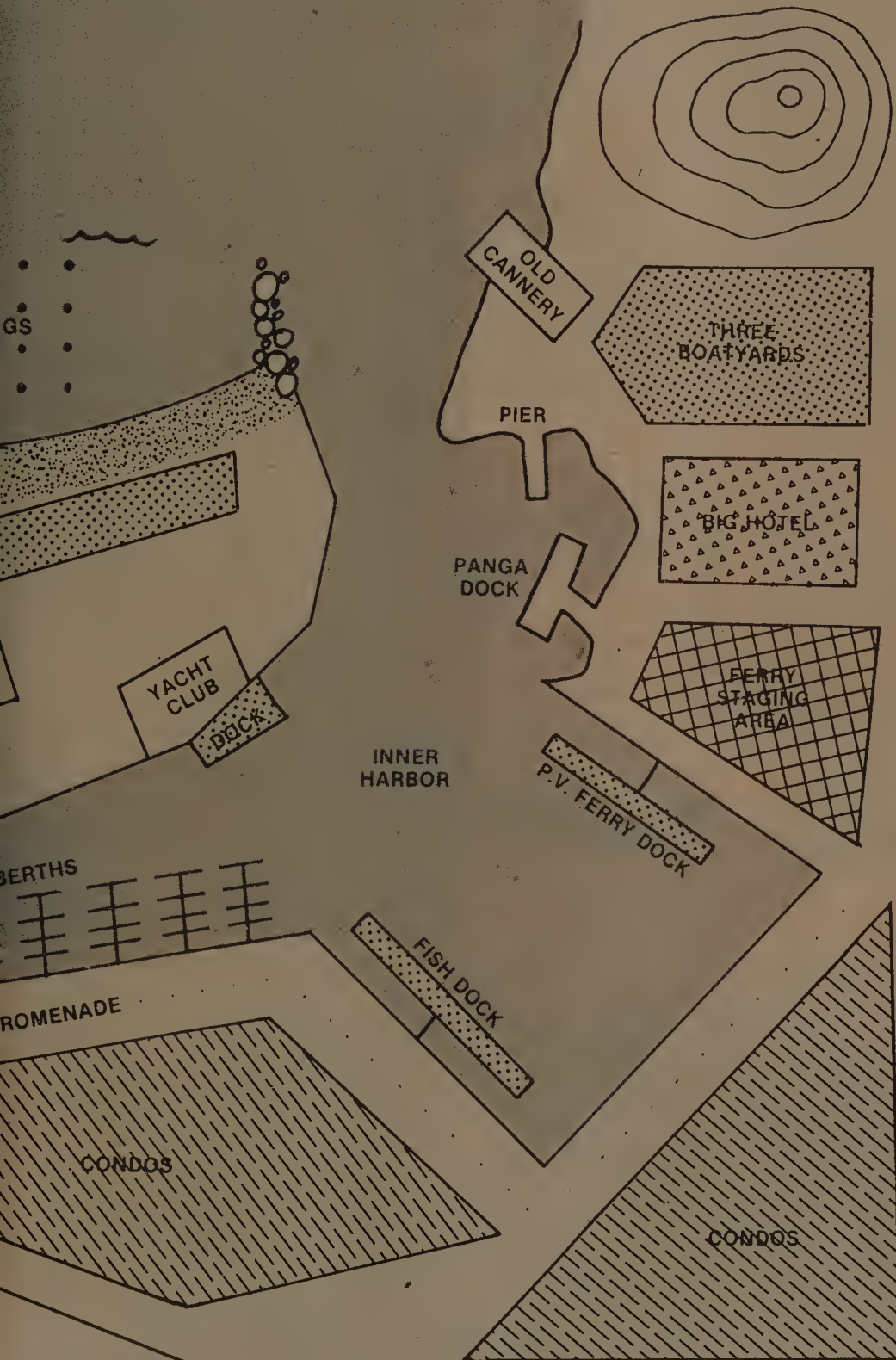
Most folks we talked to in Cabo had had a pretty easy sail down the coast from San Diego. Ours certainly was. We departed San Diego at 11:00 P.M. on a Tuesday with rain predicted from a storm 500 miles east of San Diego. We figured the further and faster we

got south, the warmer and less rain we'd get. In our wake we left Bill Ettinger and Rocky Faaccho on the 39-ft sloop, *Spectre*, who



# OF CABO SAN LUCAS

## FOR CABO'S INNER HARBOR



next day. By late in the afternoon it was drizzling with a light breeze on our nose, the fog was closing in, and there was a huge, dark black cloud directly in our path. "Oh shit", we thought to ourselves, "this is fun?"

One of the interesting things about the weather off the coast of Baja is that it seems to change radically about 5 times a day. A morning will dawn cloudless, but by 11:00 A.M. there will be a layer of haze completely covering the sky. Two hours later it will be partly clear, by 4:00 P.M. it will be cloudless again, and scattered clouds to the west.

Son of a gun if the weather didn't suddenly change on us. The mist and fog disappeared in bright rays of sun, the wind filled in from aft at 12 knots. So off went the engine and up went the chute. It even got a little warm. Oh baby, let the good times roll!

Because of the cross swell we swung out a reefed down jib that evening and spent the night doing 6 and 7's in 15 knots of breeze. We hoisted the chute at dawn the next day and had some great driving in 18 to 20 knots of wind. We've got a heavy boat loaded down with all kinds of cruising junk, but everybody was bagging 9's, 10's, and 11's. Hunter White topped the speed with an 11.7 — although one crewmember said the wheel slipped out of his hand just before he caught the wave so it was really just an accident.

The best sailing in the world? We vote for just such a spinnaker run in 20 knots of wind on the way to start a winter in Mexico. We've got an Aries windvane on the boat, that we pulled up just a couple of hours out of San Diego because it was snagging seaweed and slowing the boat down. We figured we'd lower it again later on, but never did. Whenever there was the least bit of wind, one or two of the crew was dying to get their hands on the wheel — especially if the chute was up.

Ours was an interesting crew. It consisted of Hunter White, who was foreman of the yard who built the boat, and who had raced the boat all over, including twice to Mexico. It's soothing to sail with someone who knows your boat at least as well as you do. The other two guys were Donnie Riden and Gino Bair, who'd first sailed with us on an Olson 30 during last spring's Vallejo Race. That had been about their first experience sailing. Gino had gotten so polluted at Vallejo that he vowed to abstain from drink for a year. Despite all the terrible temptations on the trip and in Cabo — and lord

planned to leave the next morning; Chuck and Ava Jones on the *Espirit 37*, *Gazelle* from Alameda; and Art Weinschenk and

Coleen Betts on the *Gulfstar 50*, *Great White* from Redwood City.

We motored most of the night and into the



# THE AMERICANIZATION

there were many — he remained true to that vow. Furthermore, he babysat for the others while they got falling down drunk one night



With the help of Voice of America and two other stations the Raiders can barely be heard dumping the Dolphins.

on the boat, one night in Cabo, and yet another night in Puerto Vallarta.

Originally we'd only planned to sail to Mexico with these three and ourselves, but two days before departing Commodore Tompkins stopped by with a 24-year old Swedish woman who was looking to sail in the direction of Australia. Did we know any boats headed in that direction, they asked. So with the addition of Vibeke Persson, we were now a crew of five.

Five, that odd number, leaves the owner with a delightful choice in setting up the watches. Either you can try and divide five crew into 24 hours — which doesn't come out very even — or you can divide the other four into two watches: and name yourself "floater and navigator". Solely in the interests of experimentation, we opted for this latter arrangement.

It turned out the crew was so enthusiastic to drive and navigate, that we didn't do a whole lot more than steal the wheel when the driving was fun, read, hit the sack each night a little after sundown, and wake up at noon. Over the years we sailed under a lot of watch systems, but we found this the most satisfactory system of all.

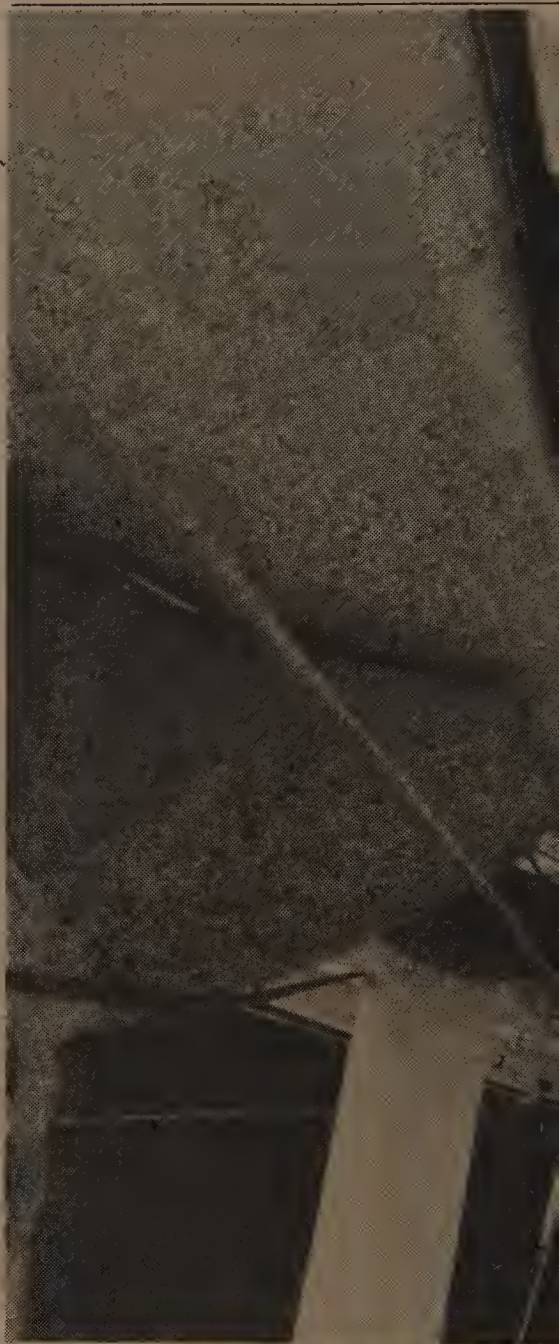
One of the books we read during our many idle hours was Steinbeck's *Log of the Sea of Cortez*. Actually we were re-reading it

for about the fourth time, finding it more enjoyable with each reading. We were rather surprised to read his report that Cabo San Lazaro was considered to be a windy and even treacherous point, having a reputation almost the equal of Cape Horn. We've never seen such conditions at Lazaro before, nor did we this time. In fact south of Cedros we did a whole lot more motoring than we would have preferred.

A couple of times we sailed because the engine wouldn't run. Very quickly we determined that the engine wasn't getting fuel. It seemed unlikely that we could have run out, but perhaps there had been an airlock when we'd last filled the tank. We unscrewed about 14 screws to take the inspection plate off and — no problem, we had tons of fuel. So we disassembled the engine fuel filter, which was clean as a whistle. Just about when we were ready to hif the two big Fram filters, a huge car carrier named *Wild Irish* out of Monrovia appeared on the horizon steaming directly at us. Ships normally come right at you when your engine's out. We tried to hail them on the radio once, twice, three times, but with no succes. We gave up trying when it became apparent they would pass about 100 yards to the west of us. And that they did, steaming right by, silent on the radio, not a living being visible anywhere. Spooky.

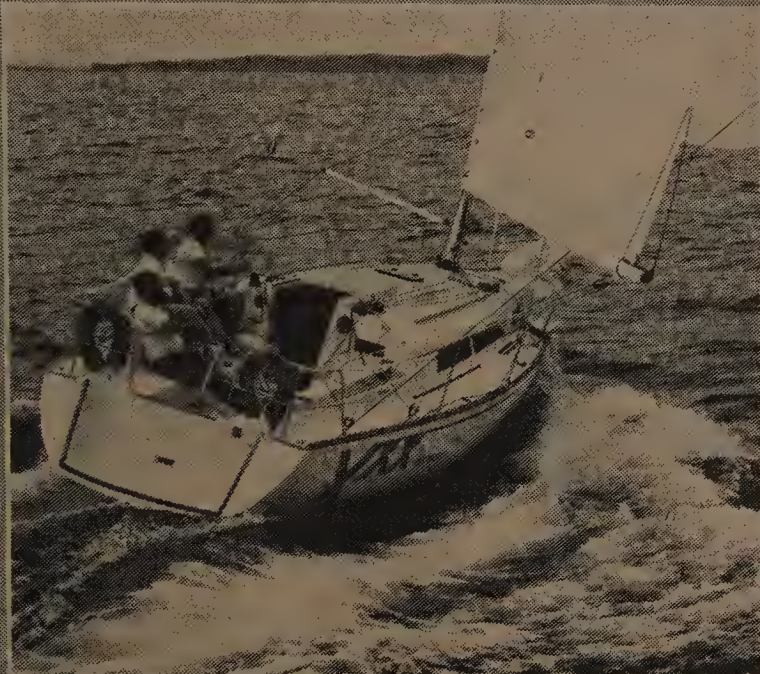
A few minutes later we had those Fram filters apart and one of them had so much

Some things never change. The little immigration building is still out by the Pemex station.





# FLASH: A FAMILY CRUISING BOAT, THE FARR 10<sup>20</sup> WINS YANKEE CUP!

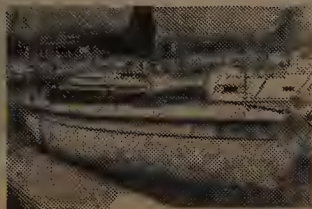


"Satiation" takes three straight bullets to become overall PHRF Season Champion.

With three boats now sailing on San Francisco Bay, see us to be part of the fastest growing, up and coming one-design fleets in history. Order now for early delivery. Next available boat: February 1985.

**The FARR 10<sup>20</sup>  
Racer/Cruiser**

**SEE US AT THE MOSCONE  
BOAT SHOW, DEC. 28-JAN. 5**



'79 Dufour 28. "Classique", excellently equipped, full instruments, diesel. \$41,500.



'76 Mapleleaf 48. True world cruising yacht. Bristol & loaded. Asking \$194,500.



'72 Cal 29. Trade in. Well-equipped and ready. Asking \$24,950.



'75 Fujii 35 \$69,900. Classic S&S ketch with finest f/g construction.



'82 Dash 34. Nearly new Laurie Davidson speedster with amenities. Reduced to \$47,500.



'81 Gulf 29. Diesel, wheel, one owner. Pilothouse yacht with C&C hull. A bargain at \$32,500.



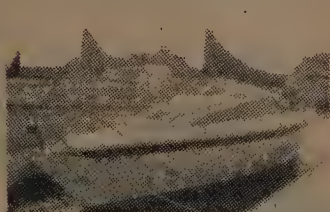
'75 Cal 2-27. Most active 27-ft one-design on Bay. \$27,000.



'79 31' Cal \$47,000. Outstanding Lapworth design in mint condition.



'78 30' Tartan \$41,500. Bristol cruiser with all the amenities.



'79 30' Yamaha \$41,500. Diesel, race/cruise ready, full Pineapple inventory. Owner Wants Offers.



'83 Farr 10<sup>20</sup>. This '84 overall PHRF champion is seriously offered at \$66,000. 1-yr old & loaded.



'82-O'Day 39. Jeanneau dsgn, U.S. built, 4 cabins, dsl, instr. Owner Anxious. Reduced to \$83,500.

## SEE OUR FULL BROKERAGE LIST IN THE BROKERAGE SECTION

We guarantee a berth with every new and used boat we sell.  
Authorized Dealers for:

Norseman 447, Cal Boats 25, 31, 35 & 39;  
Farr 10<sup>20</sup>, Sabre Yachts 28, 30, 32, 34 & 38;  
O'Day 28, 30, 34 & 39, Tollycraft 25' to 61'



# GORMAN & THOMSON, LTD.

1917 Clement St., Alameda (by Svendsen's Boat Yard)

(415) 865-3662

Bill Gorman, Chuck Thomson, John Poulson



# 1985 CREW LIST

It's freezing cold and raining outside, which means it must be time for *Latitude 38's* annual Crew List. What's the Crew List? It's our once a year personal advertising feature where we allow folks who'd like to race, to cruise, or social sail on the Bay, the opportunity to get their name on a list where it might be seen by boatowners looking for just such a crew.

Additionally we also allow boatowners to advertise the availability of crew positions on their boats — again, be it for racing, cruising, or just plain social sailing on the Bay.

The Crew List has been an annual feature of *Latitude 38* for quite a while now. From the reports we've gotten, we'd have to guess that last year's List was the most successful ever. A pleasantly surprising number of people have told us that they've either gotten on racing boats or have cruised the far reaches of the Pacific as a result of having signed up for the Crew List. We're very happy about that.

Having pondered the question, we've concluded the reason last two years crew lists were so successful is that we charged people for advertising their names on the list. Evidently this helped weed out most of the people who weren't really serious, people who in previous years signed up "just to see what would happen". Invariably those folks proved to be a source of frustration — as well as loss of time and money — for those who were serious.

The \$5 charge to advertise one's name on the List, however, did not seem to deter interest. The 1983 and 1984 crew lists had more respondents than did the free 1982 List.

## I WANT TO CREW ON A RACING BOAT

NAME: \_\_\_\_\_ SEX: \_\_\_\_\_

AGE: \_\_\_\_\_

PHONE OR ADDRESS: \_\_\_\_\_

---

### I WANT TO RACE

1). \_\_\_\_\_ Bay  
2). \_\_\_\_\_ Ocean  
3). \_\_\_\_\_ TransPac (July)

4). \_\_\_\_\_ Catalina Race  
5). \_\_\_\_\_ Mexico (November)

---

### I PREFER

1). \_\_\_\_\_ Boats under 30-ft  
2). \_\_\_\_\_ Boats over 30-ft  
3). \_\_\_\_\_ Dinghies

---

### MY EXPERIENCE

1). \_\_\_\_\_ Little, less than one full season on the Bay.  
2). \_\_\_\_\_ Moderate, 2 full seasons or more, some ocean.  
3). \_\_\_\_\_ Mucho, years and years, bunch of ocean.

---

### I WILL

1). \_\_\_\_\_ Help with the bottom, do maintenance — anything!  
2). \_\_\_\_\_ Play boat administrator, go-fer.  
3). \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea.  
4). \_\_\_\_\_ Navigate. I've got lots of experience.  
5). \_\_\_\_\_ Do foredeck. I've got lots of experience.  
6). \_\_\_\_\_ Do grinding. I've got muscle.

This year, partly to help discourage the litigious, we again require that boatowner's pay an advertising charge to get their names on the Crew Wanted lists. However, in recognition of the fact that boatowners have too many expenses to begin with, their advertising charge will be just \$1.

What do individual Crew List advertisers get for their advertising fee? Well, you get two things. The first is you get your name published in 37,000 copies of either the March or April issues of *Latitude 38*, with either your telephone number or address, and coded information outlining your interests.

But that's not all. By virtue of the fact your name appears on the *Latitude 38* Crew List, you also get free admission to both *Latitude*

## I'M SINGLE AND HAVE A SAILBOAT I'D BE WILLING TO TAKE SINGLE GROUPS OUT ON.

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE NUMBER OR ADDRESS: \_\_\_\_\_



38 Crew List Parties. As was the case with the Crew List Parties last year, one will be held in Marin County, the other in either Oakland or Alameda. Both parties will be held in April, right when boatowners and crew are trying to find each other.

We're pretty certain that most people who attended either one of the Crew List Parties last year — at either the Metro Oakland YC or the Corinthian YC — will tell you that the parties themselves were worth the advertising fee. Our friends at Pusser's Rum were good enough to pass out Pusser's Pain Killers. These deliciously devastating drinks were handed out free by the Pusser's Rum Girls. Pusser's also gave out scores of t-shirts, 200 America's Cup mugs, two big decorative flagons of rum, and other goodies. In addition we at *Latitude 38* donated 125 "Roving Reporter" t-shirts and visors.

The net result was that you had about a 33 percent chance of winning at least one door prize. Pusser's, we're sure, will be back again with goodies this year, and naturally so will we.

As always there are some ground rules for advertising in the *Latitude 38* Crew List:

Rule One: By filling out a Crew List form or attending a Crew List party, you absolve *Latitude 38* of any responsibility whatsoever for whatever trouble you might get in. If, for instance, you get pestering phone calls or mail, or if the boat you get on slams into an aircraft carrier and sinks, it's your fault. If you're not prepared to take such full responsibility for whatever might happen as a result

## I WANT TO CREW ON A CRUISING BOAT

NAME: \_\_\_\_\_ SEX: \_\_\_\_\_  
AGE: \_\_\_\_\_  
PHONE OR ADDRESS: \_\_\_\_\_

### SAILING EXPERIENCE

- 1). \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand from time to time I'll probably get cold, become seasick, get pissed at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
- 2). \_\_\_\_\_ Some, at least 20 sails on the Bay, while being **active** and suffering the normal bruises, cuts and hollering.
- 3). \_\_\_\_\_ Moderate, several years **active** crewing on the Bay or at least one trip to Southern California.
- 4). \_\_\_\_\_ Lots, several long ocean passages.

### I WANT TO CRUISE

- 1). \_\_\_\_\_ Locally, around the Bay and up the Delta.
- 2). \_\_\_\_\_ Hawaii and points west this summer.
- 3). \_\_\_\_\_ Seattle and Alaska this summer.
- 4). \_\_\_\_\_ Van Nuys Boulevard in a Corvette.
- 5). \_\_\_\_\_ Mexico next winter.

### I CAN OFFER

- 1). \_\_\_\_\_ At least a month to share expenses.
- 2). \_\_\_\_\_ Mechanical skills; engine, electronics, refrigeration.
- 3). \_\_\_\_\_ Elbow grease for bottom work, varnishing & other upkeep.
- 4). \_\_\_\_\_ Cooking and cleaning skills.
- 5). \_\_\_\_\_ Ornamental skills. I look great in a bikini.

## I'M SINGLE AND WOULD LIKE TO DAYSAIL WITH GROUPS OF SINGLES

NAME: \_\_\_\_\_ SEX: \_\_\_\_\_  
AGE: \_\_\_\_\_  
PHONE OR ADDRESS: \_\_\_\_\_

of advertising your name in this public list, do not do it. This list is for folks with a swash-buckling streak, ones who are looking to put a little excitement in their lives, the danger be damned!

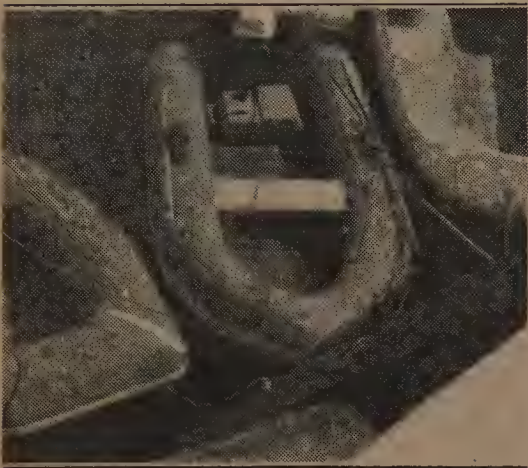
Rule Two: Fill the forms out clearly. If you don't, they will get sent right back to you with your money.

Rule Three: Don't forget to include the advertising fee with your form. Those wanting to crew can sign up for as many categories as they wish for \$5. Those with boats looking for crew can sign up for as many categories as they want for \$1.

Rule Four: Those of you who wish to advertise your name for racing crew positions or for racing crew, must have your forms back in *Latitude 38*'s hands no later than the 15th of February. This is necessary so we can publish the full racing Crew List in the



# 1985 CREW LIST



March issue (which is distributed the first week in March), giving people time to get their crew together by the time racing starts in April.

Those of you advertising in the cruising or social sailing lists must have your completed forms back in our hands by the 10th of March, all the better so we can publish your name in the April issue (which comes out the first week in April).

What happens if you get your form in late? It's just like if you come to the berth too late; you miss the boat. There's always next year, but that's an awful long time away, so fill out the appropriate form and mail it back today.

Those are the rules. Easy enough, aren't they?

Once again this year we want to let the women in particular know that it's perfectly alright to use a pseudonym or just your first name. Because this list will be available to the general public, we also encourage you to use an answering service or post office box to get your responses. This both allows you to screen inquiries and not be deluged with telephone calls at your home or work. And believe us, if you are a woman, you will get calls.

We also insist that women don't sign up for the Crew List unless you can handle amorous men. Feedback from the previous Crew Lists — the very early ones in particular — indicate that either, 1. saltwater is a hell of an aphrodisiac, or 2. women who advertise their names in the Crew List are so irresistible that sailors have a hard time keeping their hands off. Actually it's not all that bad, but you really shouldn't sign up on the list unless you can handle yourself with men.

If we've painted a slightly grim picture of the Crew List, we've done so intentionally. We feel it's our responsibility to overempha-

## I AM LOOKING FOR CRUISING CREW

NAME: \_\_\_\_\_  
AGE: \_\_\_\_\_ SEX: \_\_\_\_\_  
PHONE OR ADDRESS: \_\_\_\_\_

### WHERE & WHEN

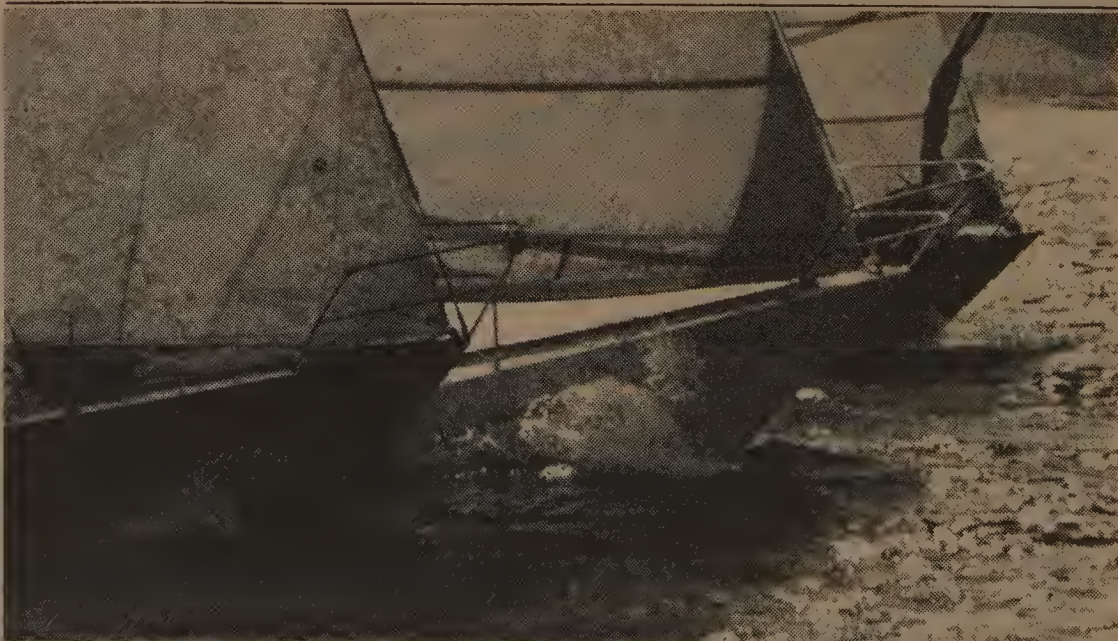
MY BOAT IS A: \_\_\_\_\_  
I PLAN TO SAIL TO: \_\_\_\_\_  
(Mexico, Hawaii, etc.)  
ON ABOUT THIS DATE: \_\_\_\_\_

### I AM LOOKING FOR CREW

1). \_\_\_\_\_ That is male  
2). \_\_\_\_\_ That is female.  
3). \_\_\_\_\_ Whose sex is unimportant.

### MY CREW SHOULD

1). \_\_\_\_\_ Be willing to share expenses such as food and fuel.  
2). \_\_\_\_\_ Be willing to bust butt preparing the boat.  
3). \_\_\_\_\_ Have more desire than experience.  
4). \_\_\_\_\_ Have lots of ocean experience.  
5). \_\_\_\_\_ Know celestial navigation, **really** know it.  
6). \_\_\_\_\_ Have mechanical skills for the engine, refrigeration, etc.  
7). \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming.  
8). \_\_\_\_\_ Look good in a bikini.







size the downside risks to counter the sometimes over-optimistic expectations some people bring to the Crew List and to sailing in general. To our knowledge there has never been a serious problem stemming from the Crew List, and we naturally want to keep it that way. But when you are dealing with the public and a potentially hazardous activity like sailing, it's important people considering advertising their name appreciate the risks involved. So stop and think before you advertise your name or boat.

For those of you who want to sail off to the South Seas but have no sailing experience, we recommend you reconsider three or four times before putting your name on the List. If you can't conceive of how sailing the ocean can be unpleasant or difficult, read Part II of Elena Garcia's *The Rudder That Wouldn't Come Home*, which was featured in Volume 78. If you don't have that volume we'll send you a xerox of the story.

Elena, incidentally, did sail the South Seas as a direct result of signing up on the Crew List. If you can put up with all the problems as cheerfully as she did on the trip home from Hawaii, you've got the right attitude. If not, maybe you ought to stick to social sailing or racing on the Bay for a few seasons to develop a better appreciation of what's involved.

The forms themselves should be pretty much self-explanatory. A couple of hints:

It's not a good idea to overstate your skills. If you don't know what you're talking about someone who does can tell in an instant.

Looking for romance in your sailing? There's nothing wrong with that as long as you're upfront about it. However, if you think a woman has an obligation to play footsie with you just because you gave her a berth on your boat, you're dead wrong!

Don't sign up for the racing or cruising lists

## I AM LOOKING FOR CREW TO RACE ON MY BOAT

NAME: \_\_\_\_\_

AGE: \_\_\_\_\_ SEX: \_\_\_\_\_

PHONE OR ADDRESS: \_\_\_\_\_

MY BOAT IS A: \_\_\_\_\_

**I PLAN TO RACE**

1). \_\_\_\_\_ Bay

2). \_\_\_\_\_ Ocean

3). \_\_\_\_\_ Mexican Races

4). \_\_\_\_\_ MORA

5). \_\_\_\_\_ 1985 TransPac

6). \_\_\_\_\_ Catalina Race (July)

**I WANT CREW**

1). \_\_\_\_\_ That will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared shitless.

2). \_\_\_\_\_ With at least a **full** season racing experience.

3). \_\_\_\_\_ With over 3 years experience.

**I RACE**

1). \_\_\_\_\_ Nights and casually for relaxation.

2). \_\_\_\_\_ Pretty seriously. Why else make the effort?

3). \_\_\_\_\_ Very seriously. I don't like to lose.

unless you are prepared to make a big commitment. A ten-race summer series, for example, requires a much greater commitment than just ten afternoons. Ask a racer for details.

We're going to end this Crew List applica-

tion article with a request. We're going to ask that any of you who signed up for the Crew List last year to please share any relevant advice for those who will be signing up this year. We thank you in advance.

— latitude 38



# SAILING

Sailors as a group are an inquisitive bunch. They will spend hours talking to anyone available about equipment that will make them go faster, techniques that will help crew work smoother and tactics that will help them win more races. The one aspect of this inquisitive nature most do *not* take advantage of is the one that could very well help the most: coaching.

Unlike ice skaters, football players — indeed, almost any other sportsmen — sailors rarely use coaches. One of the reasons could be that, for many, sailboat coaching conjures up images of summer camp, Boston Whalers and megaphones.

Naval architect Bob Smith raced Finns in the United States and in Europe while he was going to school. Since he was a junior member of the St. Francis YC, older club members would often help him and other racers get to regattas. In return, they coached some of the Club's younger sailors. It was at the clinics held at Tinsley Island that Smith first tried his hand at what he thought was coaching.

"We'd go out and sail with the kids, make them do drills, practice starts, mark roundings, watch sailing techniques. It was an on the water training that most people don't get: someone leaning over your shoulder saying "That was wrong, try it this way next time," remembers Smith.

That kind of instant feedback seems to disappear as sailors get older and boats get bigger. Then, coaching usually falls into the hands of a more experienced sailor who is asked out for a few practices to help tighten up crew work and basic skills.

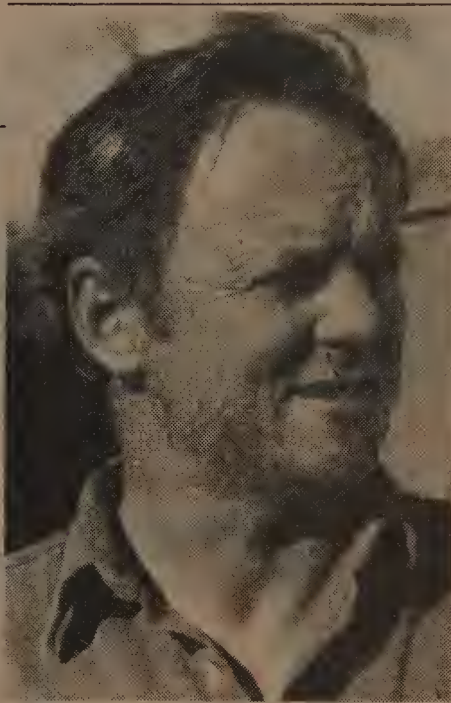
When J-29 sailor Earlene Tankersley asked J-24 sailor Ray Delrich to coach her and her crew, she was taking the route most sailors take when they want to get better. Ray worked with Earlene and her crew and brought a different sense of organization to the boat. Besides covering the technical skills like spinnaker handling, drops, starting line maneuvers, sail trim and buoy approaches, Ray tried to alert them to water and wind conditions.

"I'd help with seeing wind on the water, the direction of a puff and when it was going to hit, and how to adjust the boat to take full advantage of the condition. In a couple of hours we could go over the basics and that would give them days and days of things to practice," said Ray.

Delrich feels that coaching on a more intense, high-powered level isn't usually sought out by the average racer.

"At the YRA or SYRA level, you don't

end up with a coach. You get sailing lessons. Many who want to race do it with the family or with friends from work. They may never sail at a national level regatta, the Big Boat



Above, Rich Hackett. Below, 'Tomahawk' heads for the Gate.





Series or the Clipper Cup because they don't have the time to put into the experience," the Sausalito sailor suggests.

However, when someone creates the time

and becomes determined to race to his full potential, then a coach becomes vital. Nowhere was this more obvious than this past year as local sailors geared up for the Olympics.

"Paul Cayard probably lost the Olympic (Star) trials because he didn't have somebody there that could stand 10' feet away saying, 'You guys are missing some very important points.' Even at his skill level, he could have used some help," said Rich Hackett, an all around athlete and sailor whose sailing career covers coaching younger sailors to being tactician on *Tomahawk* in last year's Big Boat Series.

"They had a bent mast that they thought was straightened out and was good enough. Someone with more experience would have said it had to come off the boat. Also, they were so engrossed with practicing that they didn't know what was going on around them. They had no one to talk to, no one to give them an outside view, to open their minds and say, 'We better take a look at that,'" says the San Mateo sailor.

Most coaches believe that step one in any campaign is getting the techniques down until they are automatic. The "new driver" analogy is the one most often used here.

"Once sailing gets to be second nature, you can get your head out of the boat. The best sailors aren't looking in the cockpit. They are checking out the fastest way to get around the course."

— Rich Hackett

"When you first learned to drive a car, remember how complicated it seemed? How could you watch the road, step on the gas, step on the brake, and so on? After a while, though, it was as simple as it could be. Once sailing gets to be second nature, you can get your head out of the boat. The best sailors aren't looking in the cockpit. They are checking out the fastest way to get around the race course," says Hackett.

After that initial step, the paths of coaches who work one to one with a sailor is often different. Take for example the coaches that worked with Finn sailors John Bertrand and



LATITUDE 38/JOHN

Bob Smith: "Having someone leaning over your shoulder saying 'That was wrong, try it this way next time' is on-the-water training most people don't get."

Russ Silvestri.

Both John and Russ wanted a spot on the Olympic Sailing Team and both went to coaches for guidance. Although each coach used widely differing techniques, they covered much of the same ground, like short and long-term goal setting and developing concentration.

Bill Monti, a San Rafael High School P.E. coach, began working with John Bertrand when John was a teenager. Unlike

most boating coaches, Monti's background was not even sailing, much less sailboat racing.

"In the limited experience I did have with sailing, I realized that when you got on a boat, left the dock and got to the race course an hour later, you had virtually no other contact with any other human being except your competitors. You have to be pretty self-reliant. If you are not a problem-solver then no coach is ever going to help you be better," says Monti.

Bill disagreed with the European approach to coaching — following a boat



LATITUDE 38/SHIMON





LATITUDE 38/JOHN

grasp of what was going on before. He would present the cases to himself and choose, but by that time, the opportunity had passed. We finally figured out that he was trying to sail the *Finn* using 12-meter tactics. On *Courageous*, he would tell Kolius what the alternatives were and John Kolius would make the decision," said Bill.

However, for a Finn sailor who has to make an instantaneous judgment, the "logical approach" just doesn't work.

Monti is a firm believer in psychological preparation and feels that if a sailor has a doubting attitude — "I never won a race before, so there is no way I can win one now" — he or she won't win.

Basically, he feels that it is the coach's job to help the sailor be the best he can be. He does that much the same way with all sailors. Monti coached Bob Smith for a while and this approach was very different from what Smith did at Tinsley Island a few summers

"Since you have so little contact with your competitors, you have to be pretty self reliant. If you are not a problem solver, then no coach is ever going to help you be better."

— Bill Monti

around with a megaphone, hollering directions. He felt that every time a sailor so coached encountered a problem, he would look over his shoulder for a comment and not react instinctively — and in world class one man dinghy competition that delay could mean the difference between winning and losing.

Monti remembers when Bertrand, fresh from the 12 meter experience on *Courageous*, went back into the Finn to start gearing up for the Olympic trials — and did not respond as well as he had in the past. In typical Bill Monti fashion, he sat down with John to discuss it.

"John started in with a whole different line of dialogue. He kept saying that 'at this point on the course I saw that I had three alternatives. The first was this, the second that, third that.' I thought he'd never had that

ago.

"I'd go over to his house and sit down and just talk things over," said Smith. "If I said I screwed up last week, he wouldn't ask what I did to screw up; he'd ask how I felt about it and try to get at the reason why I made a wrong decision. He really encouraged me to come and talk to him on an individual basis without any competitors around."

Mental practice is the technique that Monti is best known for. He often has his dinghy sailors go and practice against "the phantom", an imaginary boat or condition.

"The phantom can be as tricky as they are. I use it because it is hard to find someone of your equal among competitors. If you do, very often they don't want to sail against one another. They want to practice things that will give them an edge and that psychological edge is very important," said Monti.

He also has sailors sail the perfect race —

not on the water, but in their minds.

"The mind is a fascinating thing. By daydreaming you can be anywhere you want, even on the water if you don't have time for practice." To sail the perfect race, Monti suggest going through a race from start to finish. Set up a problem that maybe you have had before and work your way

Left, Bill Monti. Below, one of the most competitive fleets around — the Finns.



through it. Try and solve it. By using your mind instead of a boat, an entire race can take 10 to 15 minutes.

"In sailing, if a person gets ahead and then starts analyzing why he is there and what he is doing different from a previous time, that is a break in concentration, a distraction. But if



"You have to define what you want to do and then set a path to get there. A coach is just a tool in that process. You want to have the best tools but the tools don't do the job — you do."

— Ron Young

LATITUDE 38/JOHN



Ron Young: "I didn't make Russ Silvestri great; he made himself great. I may have organized him a bit, but he already had what it takes."

the Marin county sailor for the Trials.

"You have to define what you want to do and then set a path to get there," says Ron. As the sailor reaches each goal, the coach has to be ready with the next one. For Russ, the first goals were reasonable and modest — like read this book, eat this food. They were as simple as run three miles a day; do this many sit-ups or bench presses; be able to concentrate on anything for ten minutes. Gradually things would get a little tougher. Later goals were to top three Americans at a Shreveport regatta. Enter every race. Never quit a race. Reaching each goal was a victory and a motivational experience," said Ron.

One of the first things the sailor and coach in this instance did was look at Russ's weaknesses and strengths, as well as the weaknesses and strengths of his competitors.

"We had a shopping list. We wanted to find out what everyone else already did. At this point, we had to use video tape," said Young.

LATITUDE 38/SHIMON



you have practice winning a race in your mind and then find yourself in front of a person whom you have never beaten, you feel as if you belong there and don't question," said Monti.

**R**on Young, a successful Santana 35 sailor who coached Russ Silvestri, approached the job differently. As owner of a productivity enhancement service, he used well known management techniques to prepare

**Y**oung felt Russ had to be technically as good as the best, so they started working with Craig Healy of Richmond. Russ and Craig would sail side by side. Ron would blow a whistle and they would both jibe while



# SAILING



Top notch sailors like J/24 racer Ray Delrich (above) are often sought out by less experienced racers. Right, the J/24 fleet on a downwind leg.

Ron shot yards and yards of slow motion footage.

"In the beginning, Craig was faster in a jibe. Then we began to notice that he combined tasks. He was doing a couple of things at once. Russ would take that maneuver technique and incorporate it into his own style. Then we looked for what we called weaknesses in the system. Most people believed that the Finn had been sailed for so long that no one could get faster. We knew, though, that some sailors were faster on some points of sail than others. For example, Bertrand is an amazing downwind sailor. That lead us into an area that proved to be very fruitful. We concluded that there were probably some people back in the fleet that weren't winning races but were good at some things. So we started looking at them to see if they were doing anything different," said Ron.

Although most sailors will rarely go through such an intense experience as working towards the Olympics, most want to win or place well in their division or class. Coaching a crew is definitely different than



working with a singlehanded dinghy sailor. When you have more than one person on board, there's more of a chance for communication breakdown — and communication is the basis for team coaching.

"You've got to cause egos to all have par-

allel goals," said Ron. "if you don't, you end up with destructive group dynamics. The first thing you need is 'buy in'. Instead of saying 'do this' or 'do that', get the crew together and explain the plan for the day. For example, 'We're going to go upwind drag-race





Don Weineke, a Ranger 23 sailor saw Ron use these management techniques a few years ago when Young was asked to run a Santa Cruz 50 during the Big Boat Series. Although not called a coach, Ron took on that role. He was objective and could bring an outside point of view to the participants.

"There were issues and priorities in making the boat operate," said Weineke. "An issue could be, 'I'm tired of working on the foredeck. You guys come up and do it if you don't like it.' Ron had the ability to review the issue in a non-charged way, then focus on the positive."

## THE MANTRA

To help Russ Sylvestri remember what he and Ron Young had spent months working on, they developed a mantra. Here are some of the key points:

- *Out of the Blocks*: Get a good start, but don't do anything crazy.
- *Beat Work*: Beating is work and you have to do it. Just do it — no matter how much your muscles freeze up.
- *Patient Roundings*: Nice, simple, graceful roundings. Just let the boat round up without trying to steer too much.
- *Little Fiddle*: Get the boat going immediately. While everyone else is screwing around with their boat after a rounding, just get going.
- *Don't Be Greedy*: You don't want to win the race. You want to win the series. Play it smart, be more conservative, especially when you're leading the series.
- *Let Them Lose*: Self explanatory.

In the Bay area, there really aren't many sailing coaches. In some cases, the industry, especially the sailmakers, have stepped in to fill this function. However, to develop coaches, there must be someone around who wants to be coached. And that leads us to the boat owner.

"A businessman who doesn't know anything about sailing, makes a lot of money, buys a beautiful racing boat," says Rich Hackett. "He's used to being the guy in charge; the boss. In business, he might have learned not to listen to anybody; to do it his own way. So he does the same thing with sailing. It might take a year or two before he realizes — or even considers — that listening can help."

Hopefully, somewhere along the line, he will then take advantage of the direction and sense of purpose that a coach can give.

— glenda ganny carroll

LATITUDE 38 SHIMON

style, tack, tack, tack, then turn around and pop the clutch, then jibe, jibe, jibe.' Even if you already know that they are doing something wrong, ask them what they want to have covered. Right then and there, they 'buy in'", said Ron.

Ron also feels it's important for the crew to swap roles, if only for a short time. That way everyone, like the person on the lift who switches with the one on the pole, begins to feel what the whole process is like. Then he usually asks for crazy ideas.



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# PIRACY & SUBURBAN MACHISMO

Six days out of Ft. Lauderdale, cruising the Bahamian Berry Islands on a down-wind tack, all hell broke loose: we were pirated.

A cutter-rigged Peterson 44 was purchased by three of us with the intent of cruising and chartering the Caribbean and eventually sailing homeward to Southern California via the Panama Canal. Our skipper had considerable sailing experience on the West Coast and Hawaii while the second partner and myself were relatively new to blue-water cruising. Piracy was cocktail conversation: a topic titillating the imagination, eliciting suburban machismo and bravado. We were prepared, or so we thought, for the advent of such an unlikely occurrence. Part of the initial outfitting included the purchase of guns: an 8 mm high-powered hunting rifle and a 32 automatic pistol. Our familiarity with firearms was limited only to myself having previous military experience. Although we had many discussions with fellow yachtsmen concerning the use of firearms onboard, we were caught unprepared both practically and emotionally for what was to come.

Our scenario began Saturday afternoon, October 19, 1980, about 1:00 p.m. We had anchored the night before at Holmes Cay enroute to Chub Cay, a small series of sparsely populated islands in the Bahamas. Being our shakedown cruise, we were taking our time to become fully acquainted with the idiosyncrasies of our yacht, *Grand Cru*. The wind was out of the south which discouraged an afternoon anchorage at Whale Cay. Having gybed, we set the sails wing and wing for an easy run. The solitude and tranquility of sailing among the islands encompassed by a simmering blue horizon is one of the many pleasures of cruising the Bahamas. In a distant bay, a solitary Bahamian fishing smack, its white hull resting listlessly in the water, added to the perfection of the moment. The warmth of the sun and the excitement of an adventuresome year cruising the Caribbean provided an unsurpassable exhilaration.

Seemingly out of nowhere, we were approached by four black Bahamians in a 16-ft skiff who offered to help us sail our boat. We quickly declined their offer and they left unobtrusively. Although we queried ourselves as to the nature and intent of their curious overture, we were not suspicious. Being preoccupied with sail trim and the impending anchorage, we gave it no further thought. Twenty minutes later, we were approached again by four men in a skiff, this time they

were dressed in dark blue jump suits. They pulled abeam, 15 yards off our port side, claiming to be police. In an authoritative voice, thick with an island accent, the lead man shouted that we had been under surveillance for the past several hours. He declared that our low waterline was indicative of drugs onboard, and they were going to search our boat.

The skiff moved  
closer abeam,  
automatic rifles  
were drawn  
and aimed at  
us. "We don't  
need no papers!  
We're police!"

Several men began talking at once, each shouting a different order: "Stop the boat! Turn off the diesel! Stop the boat. Where is everyone? Get everyone on deck. Stop the boat!"

In the first moments of confusion — the skipper on the foredeck, myself at the helm — we attempted to politely answer their questions explaining the fact that the diesel was not on. The third crew member was in the aft-cabin, pistol in hand, hesitating about what next to do. The skipper asked to see their official identification. The lead man angrily retorted, "We don't need no papers! We're police!" The skiff moved closer abeam, automatic rifles were drawn and aimed at us. The commands continued to be

issued in their incomprehensible dialect: "Stop the boat! Stop the boat!"

Three men boarded our yacht, guns in hand, the fourth remained at the helm of their boat. Again, we explained that we did not carry drugs nor was the diesel on. Consequently, we were ordered to drop the sails and our yacht quietly drifted away from the islands. The lead man continued barking questions: "Where are the drugs? Where is the coke? Where are your guns?" Threatening us at gunpoint, he said, "If I kill one, I kill all of you."

Two gunmen searched the boat finding only our weapons which they happily deposited into their boat. Again, we explained that we did not carry drugs and our low waterline was due to six months of food supplies. Frustrated, he ordered us to get our money. The skipper went first. He swung down into the aft-cabin by means of the hatch-cover as was his customary practice. Immediately, a shot rang out behind my back as I stood at the helm, a shell casing fell to the deck. Looking back, I saw the skipper, hands in the air and a bullet hole within inches of him. The teak door to the toilet splintered as the bullet exited the hull.

"Don't move so fast!" the lead man ordered. Another gunman quickly covered the skipper as he produced the money from the locker. The gunshot was the turning point: no longer was this a routine boat inspection nor were these men who they claimed to be. Our fear was mounting and with every command we would reply, "Yes, sir!" only to be furiously reprimanded by the lead man . . .

"No white man calls me sir."

I was next to retrieve my money, again being covered by a gunman as I went to the v-berth. Returning with my wallet containing thirty dollars and some travellers check, they pocketed the cash and refused the checks. The third partner was ordered to retrieve his wallet; he returned with several hundred dollars, much to their delight.

"What's your next port?" the lead man asked.

"Nassau," replied the skipper.

"Don't go to Nassau or I'll kill you in the streets with your own guns!" he retorted.

As the yacht continued to drift seaward, we were ordered to the stern. Standing with our hands over our heads, facing the three Bahamians, their rifles aimed at our chests, death seemed imminent. Memories of a magazine article about two yachtsmen shot to death in the Bahamas — their bodies



# PIRACY &

stuffed into their dinghy which trailed listlessly behind the forsaken yacht — raced through my mind. The idea of bullets piercing my body, ripping flesh and smashing bone, I prayed that death would be quick. A peaceful calm pervaded me as I looked at my executioners. "What a waste," I thought, "only the first week of the trip." Astonishingly, the three men boarded their skiff and pulled away — their guns still aimed toward us. Again, they ordered us not to go to Nassau. We stood there in silent disbelief realizing the ordeal was over and that we were to live.

To my incredulity the skipper called out to them, "Can we have our guns back?" The absurdity of the question brought us back to life. In equal disbelief, the lead Bahamian responded, "How fast will your boat sink?"

They left without firing a shot. We watched as they returned to the fishing smack in the now far distant bay, a small cloud of black smoke from the exhaust marked their diesel coming to life. The smack slowly motored out of the bay and disappeared behind the island. Alone again, the beauty of the islands was lost as the shock of piracy overcame us, a benumbing paralysis set in. Not knowing what to do we continued to drift slowly out to sea. Each person confronted with their own questions of what had happened and the future of the trip sat silently alone waiting, watching and wondering.

Being cocktail time rum and tonics were poured as we quietly discussed the preceding events. Were they pirates or police? or both? What should we have done? What could we have done? Where do we go from here? We sensed feelings of humiliation and violation, and now even the false security of our guns was gone. Do we sail for Nassau or anchor in Whale Cay or return to Miami? Our only recourse was Nassau, we set sail for it constantly keeping our binoculars trained on the receding Berry Islands, fearful of the appearance of the white-hulled smack.

Arriving in Nassau harbor about 10:00 p.m. that night, we anchored and waited until Monday morning before reporting the incident to the police. We did not leave our boat to venture forth onto the streets of Nassau, and even the remotest sound of an outboard engine quickly sent us searching for the four men in the skiff.

Contrary to our expectations, the Bahamian police were very cordial, although in disbelief that it was four black Bahamians who had pirated us. "Where would they get

those types of guns?" they repeatedly asked. We concluded that the four were not police; they did not have the markings on their boat, nor did they wear official insignias on their coveralls. In addition, they did not have the sophistication in appearance and manner as did the Nassau police.

After filing our report, we appealed for more guns. The Bahamian gun laws do not allow gun licenses to be issued to non-residents, not even under such mitigating circumstances. Once the skipper began moving up the bureaucratic ladder, finally talking to

Their rifles aimed at our chests, death seemed imminent.

the Superintendent of Police, action was taken. Only the Superintendent was able to declare the importance of the crime against us. Gun licenses were issued and we were able to purchase shotguns. The response of the Superintendent and the police helped to alleviate some of the trauma of the incident.

Being pirated cost us two guns, approximately three hundred dollars and the cost of two more guns at Bahamian prices. Yet we are lucky to be alive and have learned much from the experience. Some reflections on this event:

1. In the islands, we are guests. Racial and economic factors must be considered in living with the local populations. We are the





rich, white yachtsmen viewed with envy and often hatred. There must be a balance of respect for yachts and their crew, but without an alienating attitude that would increase racial tensions.

2. The use of guns whether as deterrence or in actuality is a hotly debated issue. Foremost, without proper training, they are a questionable and even dangerous security. It is risking one's life, imprisonment in a foreign country, and a malignant guilt for having killed someone in self-defense. Their justification depends on one's egoistic relationship to their yacht.

3. Several items for consideration on the use of firearms onboard a yacht.

— Be prepared. Know when your yacht is most vulnerable to piracy. Being a solitary vessel in certain geographical areas are two prime considerations.

— Be familiar with your guns prior to cruising. Courses on usage and safety for both handguns and rifles are available. Shooting ranges provide a chance to refine one's marksmanship and increase familiarity with your guns.

— Choice of guns is important. If one has tried to shoot a floating beer can twenty yards off a moving vessel, you will know luck prevails. I now prefer shotguns with high velocity shells. Pistols are more accessible, but their accuracy is limited.

— Be emotionally prepared to use your gun. Guns are a false security in the hands of inexperienced sailors. Our piracy experience changed our attitudes and readiness to use guns. Never again will we be victims of piracy. After the incident we talked with many sailors throughout the Caribbean, and we encountered the typical barroom bravado. Talk is cheap. Rather it is the emotional capability of the person at the time of a crisis which determines the action taken.

— Have a plan of defense. For primary crew members previously assigned positions will minimize confusion in a situation where trouble is suspected.

— A show of force is important, the display of weapons can be a deterrent. In retrospect, the Bahamians would not have pulled along side our boat so readily if our guns were visible. If they are police in an unmarked vessel, communicate via radio. Do not be intimidated.

After three weeks in Nassau, our boat was ready to sail. The newly purchased shotguns offered a renewed sense of security, but we did sail tandem with another yacht through the Bahamas and on down to the U.S. Virgin Islands. Paranoia reigned throughout the first part of the trip as we viewed every native boat with suspicion, often readying our guns at the slightest hint of trouble.

An incident several weeks later illustrated this pervasive fear. We were anchored alone for the night at one of the small deserted cays in the Turks and Caicos Islands, a small series of islands at the tail end of the chain of Bahamian Islands. Early in the morning I was awakened by the skipper. "Get your gun and take your position," he ordered. A

native fishing boat had pulled within several yards along side our yacht, the third partner was in the cockpit conversing with them. Their accent was heavy with Spanish; they requested some axle grease for their propeller shaft. We readily complied with their re-

Early in the morning I was awakened by the skipper. "Get your gun and take your position," he ordered. A native fishing boat had pulled within several yards of our yacht.

quest with a sigh of relief. They motored away in the early morning mist.

Fifteen minutes later, they returned. We scrambled for our guns trembling with fear and reliving the piracy only a month earlier. The same crew member waited for them to pull along side: the moments of waiting and wondering were interminable. If they pulled guns, we were ready to fire.

The sea-battered old boat slowly came along side, the three weathered fishermen watching us. In a quick, startling movement the lead man reached down and pulled up a giant red snapper and threw it into our cockpit and thanked us profusely in broken English for the axle grease. They motored off once again, leaving us alone with our hysterical laughter. A renewed sense of trust and hope towards our fellow seamen was slowly developing.

As we continued to cruise the Caribbean islands our fears gradually subsided and we were able to enjoy the people in their environment. There were nights when the guns were close by due to our suspicions of a local area, although never again did we have to ready them and take our positions. The piracy became a distant memory, a great barroom story eliciting that suburban machismo, the untested bravado of easy rum-soaked talk.

But never again will we be pirated — ever.

— michael a. burdick





## MIDGET OCEAN RACING ASSOCIATION

Nearly 40 boats, ranging in size from 24 to 30 feet, took part in the 10-race MORA series this year. MORA boats are divided into three classes and the season has two parts. The three classes are MORA I — light displacement boats; MORA II — heavy displacement; and IOR. The spring series, which began this year on March 31 and ran through mid-June, is named for 1972 MORA Commodore Pete Smith (Dee Smith's father). The fall, or Golden Hinde series, runs from the end of July through mid-October. Each entry is allowed one throwout in each five-race series to determine series' winners. (To determine overall season scores, each boat gets two throwouts for the ten races.)

The best-known highlight of the MORA season is the 470-mile downwind slide to San Diego in late June. Although neither MORA long-distance race (the other goes to Monterey) counts in the season totals, they are always popular events for the adventurous. This year, 23 boats showed up for the June 30 start off Baker Beach. When the spray had settled, Bob Cameron's Thunderbird, *Pandemonium*, had won the heavy displacement class and Eric Sultan's Wilderness 30 *Special Edition* had handicapped out to beat — by two seconds — Bill McCluen's Mull 30, *Sparky*, in the light displacement division. (There was no IOR division for the long distance race.)

Three new trophies were awarded in MORA this year. Named for the chief PHRF handicapper who passed away last year, the Jim Boles Perpetual was awarded for the first time to overall season winner Rob Moore on *Summertime Dream*. Two smaller trophies, the "Rookie of the Year" and "Most Improved Boat" were given to Jim Reed's Merit 25, *Paddy Murphy* and Peter Corlett's Kaufman 30, *Sonatina*, respectively.

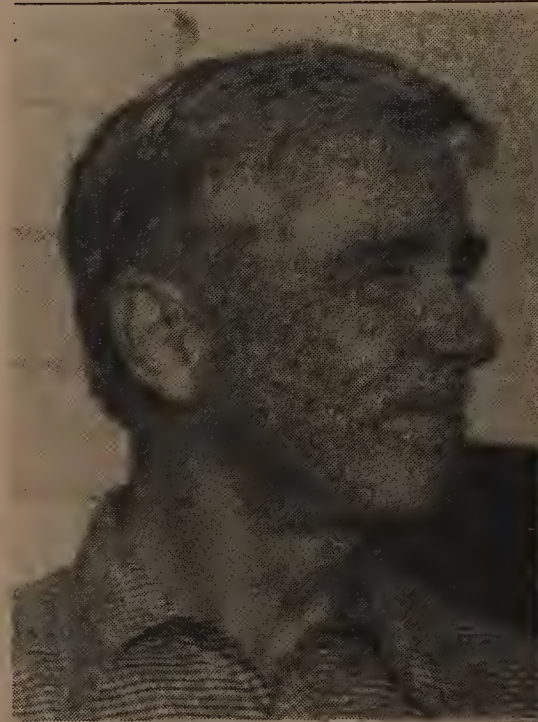
Despite a few dropped masts and other assorted snaps, crackles and pops — ocean racing is hard on gear — MORA President Dick Aronoff is justifiably proud of the organization's safety record — in 17 years of racing there has never been a serious injury. About the only changes he foresees for the coming season are designed in part to afford an even greater margin of safety. The plan, now before the YRA, is to start the season about two to three weeks later, when the weather is a little more predictable. This would also serve to "bunch up" the season races, allowing no more than three weeks between events.

For more information about MORA, call the YRA at (415) 771-9500.

## ASSOCIATION OF SINGLEHANDERS

ASH, which this year incorporated SSS (Singlehanded Sailing Society) into its ranks, ran three races in the spring Slocum series and four in its fall Chichester series. Race Committee Chairman Frank Dinsmore won both series and overall season honors. Although interest in local ocean racing seems to be limited among singlehanders, Frank has big plans for long distance singlehandeding. "We'll be inviting the Japanese singlehanders to take part in the 1985 TransPac", says Dinsmore, who drove *Francis Who?* to a first monohull to finish and division win in the 1984 Singlehanded TransPac. If the '86 plan works out, he hopes to put together "a big, high-tech race like the OSTAR (Observer Singlehanded Trans-Atlantic Race)" from California to Japan, possibly as soon as 1987. For more information on that or any of ASH's closer-to-home activities, call Frank at (916) 962-3669.

## MORA I "Bloody Mary" Santa Cruz 27



## Franz Klitza Metropolitan YC

If you asked any MORA I champion of the past few years to name his three toughest competitors, chances are all would include *Bloody Mary*. This year, the bright red Santa Cruz 27 was the toughest competition, winning the season championship for owner Franz Klitza.

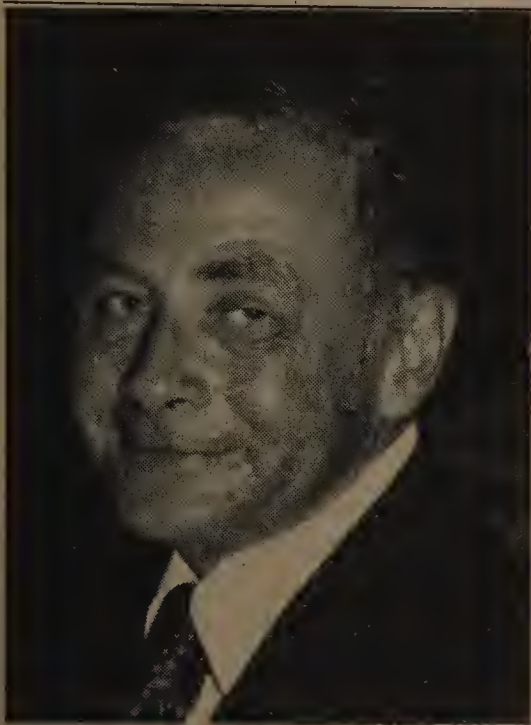
"I think I'm the longest surviving MORA competitor," says Franz, who has been racing — and placing consistently high — in MORA since 1973 when he sailed the French-designed *Samourai*, *Si Bon*. He has owned and raced *Bloody Mary* since 1977. Crew for this season included Franz's wife Marion, Doug Partridge, Brad Brooks, Gerald Wright and, during the first half, Greg Risley.

Klitza, a school administrator in Vallejo and Commodore of the Richmond YC, has also done four or five of the MORA San Francisco to San Diego races, and has placed as high as third in the Santa Cruz Nationals. He's particularly proud of his four-bullet win of the '83 MYCO midwinters. (He came up fourth in the first MYCO race this year.) Franz really likes ocean racing because, he says, "You're going someplace. In the Bay, where you race around buoys, there's more strategy involved. In the ocean, though, you can kind of relax and breathe all that fresh air."

Oh yes: who was the toughest competition for the boat that almost defines the phrase in MORA I? "John Liebenberg on *Friday*," says Franz. "He's always a really good, steady competitor."



**MORA II**  
**"Rocinante"**  
**Yankee 30**



**Alex Malaccorto**  
**Island YC**

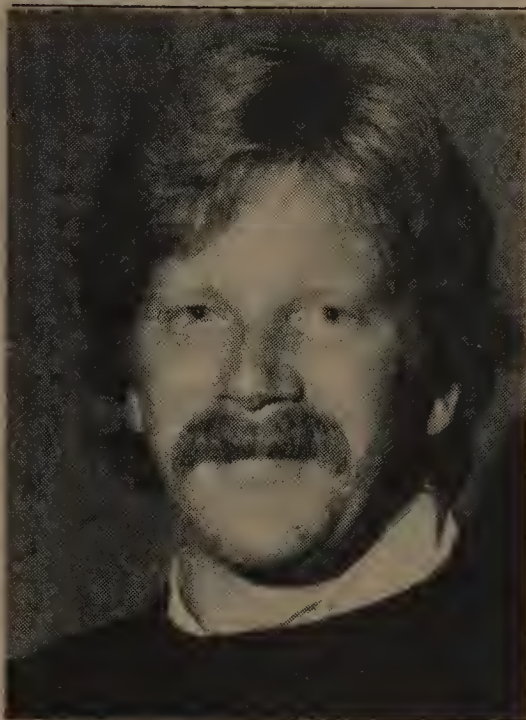
Alex Malaccorto bought *Rocinante* in 1975, cruised the boat for six months and has been racing ever since. This is the second MORA championship the boat, which is named after Don Quixote's horse ("That's what he chased *his* windmills on . . ."), has won.

At the core of the boat's success is its crew, says Alex. Rick and Linda Wiedenbergh, Josh Lindsey and Alex' wife, Edith, have been sailing together for about five years and really have their go-fast techniques down. Incidentally, "Rick and Linda didn't used to have the same last name," says Alex. "They met on the boat and were later married." *Rocinante's* stiffest competition came from "the Newport 30's whenever they showed up," says Malaccorto, naming *Harry* and *White Cloud* as particularly tenacious. In the second half, Peter Corlett's *Sonatina* gave *Rocinante* a real run for the money.

To Alex, ocean racing is a whole different world than Bay racing. "In the Bay, your opponent is right next to you and you can get immediate feedback," he says. "Whatever you do you can tell if you've improved or worsened your position."

"In the ocean, you can tell who gets to Pt. Bonita first, but after that, the boats spread out and you end up more or less racing yourself. There's a real temptation to let go and stop trying, but you have to keep driving the boat because everybody materializes again at the finish line. It takes awhile to learn that discipline."

**MORA — IOR**  
**"Summertime Dream"**  
**Schumacher 1/4-ton**



**Rob Moore**  
**Sausalito YC**

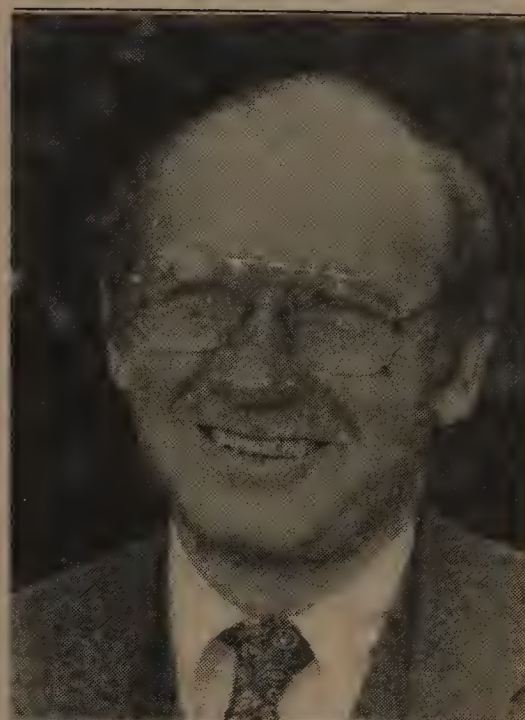
If you didn't know Rob Moore already worked for a computer firm in San Francisco, you'd think he was Carl Schumacher's publicity agent. "Do you realize that the first four boats in the second half of the series were Schumacher designs?" says Rob, whose own *Summertime Dream* dominated IORDA's class E for three years running, won this season's HDA class L and emerged at the top of the heap in MORA's IOR class for the third time and as MORA's overall season winner for the second time.

Rob also had high praise for his various crewmen, among them Jim Bateman ("Our mainstay in the ocean"), Jack Adam, Denny Gruidl, Kirk Denebiem, Noel Wilson, John White, Grant Baldwin and — Carl Schumacher. "We brought Carl along when we needed to win," says Moore.

On the last race, on the way back to the Bay — "literally two hours away from the end of the series," says Rob — a T-bar on one of the lowers failed and the mast went into the horizontal mode. Rob and crew hauled the mess on board and began powering in. But it just wasn't their day. Near the turning buoy, the engine blew a head gasket and stopped and the Coast Guard had to come rescue them.

Although Moore earned a wallful of trophies during the season he expressed particular appreciation for the "Racer of the Year" award presented to him by the Sausalito YC. Rob says *Summertime Dream*, now in the yard getting a new mast, new bottom and major deck refit, is seriously for sale, and that he hopes to move up to a bigger boat by next season. What type? "Anything by Schumacher," he says.

**ASH**  
**"Francis Who?"**  
**Olson 30**



**Frank Dinsmore**  
**Sausalito YC**

Although Frank Dinsmore is justifiably proud of his second ASH win in a row, his crowning achievements of the season were his Class A and first-monohull-to-finish wins in the 1984 Single-handed TransPac.

This was Frank's third try at the 2,200-mile event, and it really turned out to be a charm, especially in the wind department. Once the ULDB Olson 30 hit the tradewinds, "I didn't have to touch the sails for 1,400 miles," says Frank, "although I did." His two previous TransPac attempts (one on the Olson) ended with gear failures and disappointment.

After taking June off to do the Hawaii race, Frank had *Francis Who?* shipped back to the Bay to complete the ASH series — and just barely made it. "I took possession of the boat on Wednesday, and had it in the water by Friday," he says. He couldn't quite pull it all together for the Drakes Bay event, however, giving up first place to his main series competition, John Hendricks on *Kamikaze Surfer*.

Although Frank plans to stay active in the singlehanded sailing scene, he's going to have a crew aboard *Francis Who?* for the '85 season, and plans to campaign the boat in MORA's Class I.



## INTERNATIONAL OFFSHORE RULE

Some IOR races, like some MORA races, actually consist of two and sometimes three races under a single title. A good example of this is the Half Moon Bay Race in October. Boats race down, finish, spend the night, start again in the morning and race back to the Bay: two races, essentially, under one title. So although the season officially consists of four races in the spring Danforth Series and four races in the fall Gulf of the Farallones series, it works out to be more like a dozen scored events altogether. Like its Bay-centered counterpart, IORDA, attrition from IOR's ranks was more pronounced in 1984 than in past years, and probably for many of the same reasons, says President Colin Case: the lure of the Big Boat Series and other specialty events, and people "perceiving the rule as unaffordable or certain boats as unbeatable". He and other officers, designers and members are formulating plans to draw idle racers back, as well as new racers, into the ranks of this well-organized and well-seasoned organization. To find out more about IOR, call Colin Case at 441-0197.

## PACIFIC HANDICAP RACING FLEET/OCEAN

The PHRO Fleet caters to ocean racing PHRF boats and drew 35 registered entrants for the eight race, no throwout series. An average of 11 boats showed up for the events, which shared many of the same starts and courses as MORA and IOR. The Hal Nelson four-race series ran from April to June and the George Jester series from July to October. PHRO, the ocean-racing counterpart to HDA, was another fleet to experience a decrease in participation from years past, a malady Secretary/Treasurer Ray Sieker hopes to partially remedy by bringing Hal Nelson back into the picture. Nelson was the driving force in the formulation of PHRO back in the mid-'70s. For more info on PHRO, call Ray at 592-4280.

## SANTANA 35

The popular Santana 35 fleet is the only one-design class in the Bay Area that has its own Bay and ocean series. Class President Bill Van Pelt describes the ocean courses used by the fleet this year as "a combination of the MORA and IOR courses". Between 8 and 10 boats sailed each race, and when the season was over, Fred Doster and Dave Wood's *Take Five* emerged as the winner of both the Bay and Ocean series. For more information on the Santana 35 fleet, call Bill Van Pelt at (408) 749-2110, or Chris Corlett at (415) 521-7030.

## IOR I "Racy" Peterson 2-ton



**Robert Magoon**  
St. Francis YC

"Offshore racing is a lot easier on old timers," says Bob Magoon. "You don't have to beat up the city front."

You also don't need to have as many crewmen aboard. On the ocean, Rob likes eight aboard, but has raced with as few as six. Among the regulars this season were Bob's son, Robert Magoon, Jr., and Steve Zevanof, Dick John, Mike O'Callaghan and Mark Cheney.

Bob, an electrical contractor, owned and raced a Columbia 36 before he bought Lu Taylor's *Racy* a few years back. Although Taylor now races a Santa Cruz 50 he also named *Racy*. Magoon has not changed the first *Racy*'s name because, he says, "it seems to work."

Bob's toughest competition in the spring series came from *Flasher*, *Scarlet O'Hara* and *Leading Lady*, which finished the Danforth series in that order. (*Racy* was fourth.) In the second half, while many IOR I boats were slinging it out in the Big Boat Series, *Racy*'s biggest challenge came from *Wolfpack II*, which placed first in the second half, and the latecomer *Blade Runner*, which placed third.

Although Bob and *Racy* are taking the winter off, Bob Jr. and Steve Zevanof are keeping their skills sharp by racing MYCO's midwinter series aboard the Olson 30, *Sundance*. Bob Sr. plans to break the boat and crew in for the '85 season by racing to Puerto Vallarta in February.

## IOR II "Leading Edge" Wylie 34



**Joe Starritt**  
Tiburon YC

If they gave awards for the "racingest" boat of the year, Joe Starritt would have two trophies on his mantle: that one and the IOR division II championship.

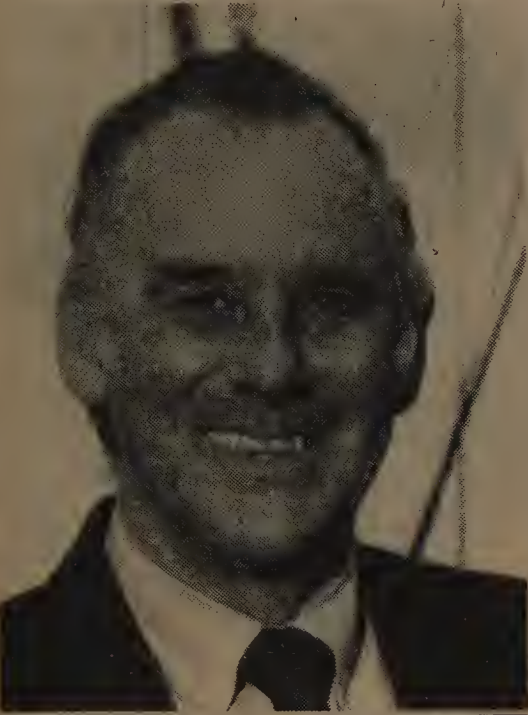
"We raced IOR, IORDA, the Catalina races and the Windjammers," says Joe. "And we're doing three midwinters." (*Leading Edge* placed either third or fourth — depending on the results of a protest — in IORDA's class C.) Joe's "party" crew consists of Pat Zagac, Jane Fried, Jerry Hoskin, Todd Neuman and Rann Phibbs. "We always have the best time whether we win or not," he says of the three-man, three-woman crew.

After owning "a lot of powerboats" in Ohio, Joe moved to the Bay area about seven years ago and picked up the sailboat racing bug — with a bang. "The first race I ever did I got dismasted," he says. Undaunted, he actively raced a Ranger 23 and Ranger 29 before he bought the Wylie, and picked up some valuable experience when he crewed aboard *Merlin* for the '82 TransPac. The whole time, Joe and crew were in and around the winners circle or, as he puts it, "We've always been the bridesmaids until this year." His toughest competition on the way to "bride" came from *Killer Duck*, *Magic* and *Pegasus*, particularly the latter. "*Pegasus* did a job on us the last part of the year."

Joe, a criminal lawyer, is another skipper who prefers ocean racing to Bay racing. "Ours is a very competitive fleet," he says, "and most of the boats rate about the same. You can go out for 10 miles and still have to call for room at the mark."



## PHRO "Mist II" Columbia 36



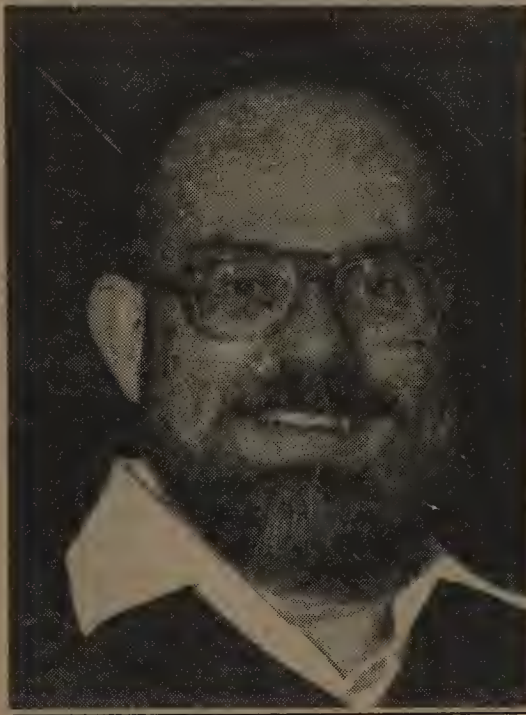
**Ray Sieker**  
Coyote Point YC

"You have to be a lot more consistent in the ocean," says Ray Sieker, who drove *Mist II* to its second PHRO championship in as many years. He's not kidding: With competition so stiff that a different boat won each of the eight series races, there's not a whole lot of room for error. Sieker and his crew, Jim Baumgartner, Ken and Don Inouye, Mike McIntyre, Mike Satterland, Nancy Hine, Linda Branden, Sherrie Pace, Kurt Aspelund, Julie Libby and Terry Owen were consistent enough to bring home one of those firsts and second in all the other races. The boat also took top honors in its HDA class this year.

The other two variables in Ray's successful ocean racing equation are experience and good equipment. Ray's experience goes back about 15 years to when he first bought *Mist II*. Many of his crew have raced aboard for 10 to 12 of those years.

Good equipment contributed to the overall picture by helping insure that *Mist II* didn't fall victim to the gear failures and dismastings that seemed to plague some of the other ocean racing classes — which is not to say there was no wear and tear. "Ocean racing really does tear the boat up and make for a lot of things to fix," says Sieker, who in "real life" manages a precision sheet metal fabrication company. A midwinter series would have been nice, he says, but with all the work that has to be done to get *Mist II* ready for the next season, "I don't have time to do a midwinter."

## SANTANA 35 Ocean Series "Take Five"



**Fred Doster (above) & Dave Wood**  
Metropolitan YC

Fred Doster and Dave Wood were busy sailors last season. Besides the Santana 35 Ocean Series, they also sailed — and won — the ODCA Santana 35 series, took the boat out at least once a week to practice, and spent whatever time they had left "maintaining as high a degree of maintenance as possible," says Fred. "We didn't break."

Fred and Dave's crew — the same bunch raced both the ocean and Bay — consisted of Paul Sinz, Bruce Schwab, Dan Doyle, Mike Roth, Russ Boudreau, Ralph Lucas and alternates Bob Bergholdt and Paul Van Vasselar. *Take Five's* stiffest competition outside the Gate came from last year's winner, Jim Bonovich on *Wide Load*.

About the only thing Fred and Dave did differently on the ocean than the Bay was use older sails out on the ocean. "If you did both series, you'd have worn out the sails," says Fred. "So to be competitive we saved our newest main for the Bay."

At this writing, Dave Wood is on an extended cruise (on another boat) in Mexico, and he may keep going. Fred says that they may either sell *Take Five* or at least one or the other partner's interest in the boat. "But if we're out there next year," says Doster, "we'll do both the Bay and the ocean again."

2) *Wide Load*, Jim Bonovich, Metropolitan YC; 3) *Hurly Burly*, Rich Savoy, Cal Sailing Club.

## SERIES STANDINGS MORA

### *Pete Smith Series*

MORA I: 1) *Bloody Mary*; 2) *Light'n Up* (Express 27), Gary Clifford, Richmond YC; 3) *New Wave* (Express 27), Buzz Blackett, Richmond YC.

MORA II: 1) *Rocinante*; 2) *MIntaka* (Triton 251), Jerry Brown, Palo Alto YC; 3) *Harry* (Newport 30), Dick Aranoff, St. Francis YC.

MORA IOR: 1) *Summertime Dream*; 2) *Second Offense* (Schumacher custom), Colin Case, San Francisco YC; 3) *Spica* (Sprinta Sport), Ray Isaacs, Cal Sailing Club.

OVERALL: 1) *Summertime Dream*; 2) *Bloody Mary*; 3) *Second Offense*

### *Golden Hinde Series*

MORA I: 1) *Red Stripe* (Sonoma 30), Bob Wohleb, Corinthian YC; 2) *Friday* (Express 27), John Liebenberg, Richmond YC; 3) *Bloom Country* (Custom Mancebo), Carl Ondry, Sequoia YC.

MORA II: 1) tie between *Sonatina* (Kaufman 30), Peter Corlett, Presidio YC, and *Rocinante*; 3) *MIntaka* (Triton 251), Jerry Brown, Palo Alto YC.

MORA IOR: 1) tie between *Second Offense* (Schumacher Custom), Colin Case, San Francisco YC, and *Summertime Dream*; 3) *Suzl* (Davidson 1/4-ton), Rod Eldridge, Bailena Bay YC.

OVERALL: 1) *Red Stripe*; 2) *Second Offense*; 3) *Friday*.

## ASH

### *Slocum Series*

1) *Francis Who?*; 2) *Kamikaze Surfer* (1/4 ton), John Hendricks, Golden Gate YC; 3) *Danville Express* (Newport 30), Andy Hall, Encinal YC.

### *Chichester Series*

1) *Francis Who?*; 2) *Kamikaze Surfer* (1/4 ton), John Hendricks, Golden Gate YC; 3) *Danville Express* (Newport 30), Andy Hall, Encinal YC.

## IOR

### *Danforth Series*

DIVISION I: 1) *Flasher* (Frers 40), Laurie Timpson, Richmond YC; 2) *Scarlett O'Hara* (Peterson 43), Monroe Wingate, St. Francis YC; 3) *Leading Lady* (Peterson 40), Bob Klein, Richmond YC.

DIVISION II: 1) 1) *Wall Street Duck* (Schumacher 38), Jim Robinson, St. Francis YC; 2) *Mercury* (Hawkinson 1/2-ton), Dave Allen and Dick Berridge, San Francisco YC; 3) *Wind Warrior* (Peterson 34), Jim McCafferty and Steve Colen, Coyote Pt. YC.

### *Gulf of the Farallones Series*

DIVISION I: 1) *Wolfpack II* (Peterson 48), Leland Wolf, Coyote Pt. YC; 2) *Racy*; 3) *Blade Runner* (Reichel/Pugh 48), Bill Twist, St. Francis YC.

DIVISION II: 1) *Pegasus* (Wylie 34), Dan Newland, Island YC; 2) *Leading Edge*; 3) *Magic* (Wylie 34), Malcolm Gregory, Jim Gregory and Jeff Krag, Richmond YC.

## PHRO

### *Hal Nelson Series*

1) *Mist II*; 2) *Flyer* (Chita 33), Dennis Robbins, Richmond YC; 3) *Coyote* (Wylie 34), Nick Kluznick, Coyote Pt. YC.

### *George Gester Series*

1) *Mist II*; 2) *Amateur Hour* (Santana 37), Paul Lampley and Diedre Fraser, Vallejo YC; 3) *Coyote* (Wylie 34), Nick Kluznick, Coyote Pt. YC.



## SMALL YACHT RACING ASSOCIATION

"The 20 to 30-ft range is where our program is geared," says SYRA President Ron Teffs. Formed in 1957, the Small Yacht Racing Association is today represented by 32 member yacht clubs and seven racing classes: Cal 20, Electra, Merit 25, Rhodes 19, Santana 22, Venture 24/25 and McGregor 25. The association also has an invitational class for racers who don't have the seven boats required for a bona fide class. The invitational class, which in '84 included Santana 20, Ericson 23 and Catalina 22, raced under the Portsmouth handicapping system for the first time this year, and it proved popular. (Very basically, Portsmouth uses time over time; PHRF utilizes time over distance.) The 14-race, two throwout SYRA series is contested over about 10 weekends.

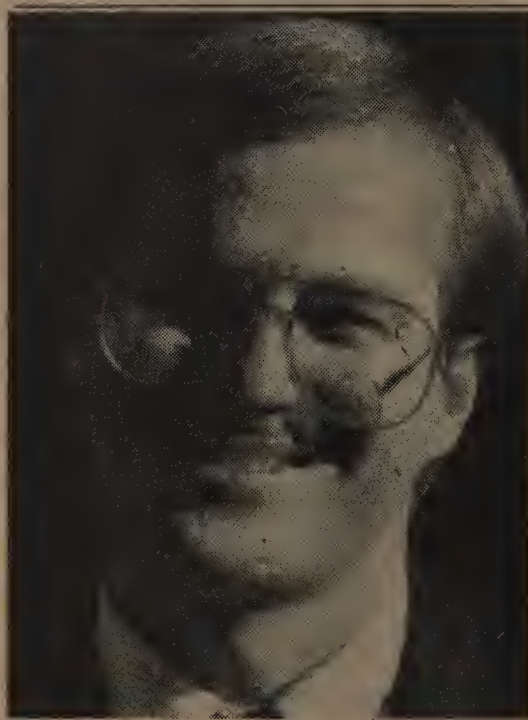
Teffs says that while competition in the larger classes "is very tough," SYRA is also an excellent place for beginning racers ("We generally try to offer a little more protected waters"), ULDB racers and "racers who have nowhere else to go." For more information on the SYRA, call Ron at 568-3816.

## SMALL BOAT RACING ASSOCIATION

The SBRA is one of the largest, oldest and most active racing organizations on the Bay. Begun in the 1930s with three classes, the 1984 roster showed nearly 300 registered boats in 16 classes and three divisions. Division A, which includes El Toros (Junior and Senior), Wing Dinghies and Sunfish, is for singlehanded sailors, and most of the racing is done on protected water or lakes. Division B, which includes Lightnings, 420s, Lasers, FJs and Coronado 15s, is a competitive daysailor class. Division C, composed of International 14s, Fireballs, Finns and Snipes, is for "high performance dinghies," says SBRA secretary/treasurer Scott Rovanner. "Most spinnaker and trapeze boats are in this class."

The Snipe class, the only one of SBRA's original three still actively racing, just celebrated its 50th anniversary in August, and SBRA members and officers are looking forward to their own golden anniversary in 1987. More immediate plans before the membership at this writing include instituting more active youth programs at the local club level, attracting new members and new classes — including windsurfers — and reactivating classes like the Thistles and Lido 14s, in which interest has waned. For more information on SBRA and all its activities, call Scott Rovanner at 939-4069 or chairman Earnie Bertram at 941-6513.

## SYRA — SANTANA 22 "Sunol Warrior"



Scott Owens  
Palo Alto YC

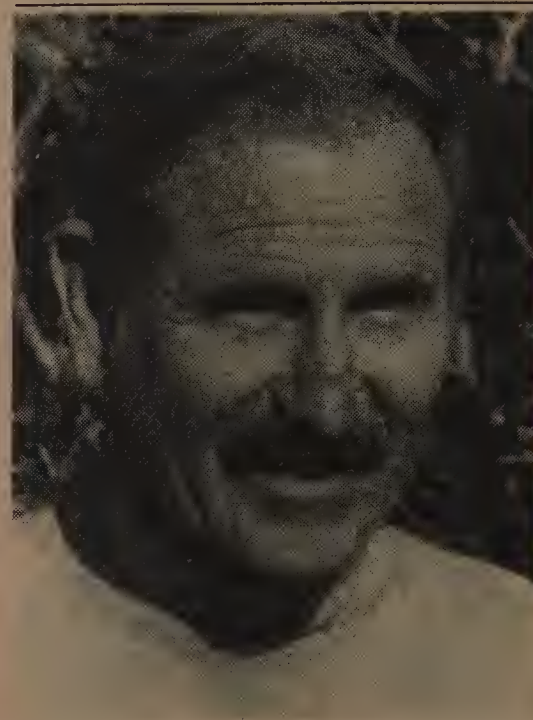
After years of racing in the Santana 22 class, Scott Owens decided 1984 was the year he would really "get serious" about trying to win it. So Scott and crew Tom Owens (Scott's father), Tom Parker, Bob Zolli and John Zazrivy spent some time in the pre-season scraping all the old paint off *Sunol Warrior's* bottom, fairing the keel and bending on new sails, among other things. The *Warrior* was really in fighting trim when she hit the starting line of the first race in April.

Contrary to expectations, the initial challenge didn't come from perennial fleet winner Jim Lindsey on *Seascope*, but from Vern Neff aboard *Kemo Sabe*. "Vern and I were tied for the first four races," says Scott, "and Jim didn't get it going like he usually does until later in the series." Then Neff made a few mistakes and Owens widened his lead. Then Scott made a few blunders, and Lindsey hit his stride and began closing the gap on both front runners.

In the end, Owens, a systems analyst for Chevron, hung on to win the series, attributing the triumph as much to good crew work as to boat improvements. One of the most important aspects of that crew work was the ability of Scott's Dad and longtime friends Zolli and Zazrivy "to pump me up when we're doing bad and keep me cool when we're doing good." Scott calls Bob and John "my spiritual as well as tactical advisors." Scott is really looking forward to next season. "I think the most important win is the second," he says. "It proves the first wasn't a fluke."

2) *Seascope*, Jim Lindsey, Richmond YC; 3) *Kemo Sabe*, Vern Neff, Richmond YC.

## SYRA — CAL 20 "Tension II"



John Nooteboom  
Corinthian YC

John Nooteboom has been racing Cal 20's for about 20 years now, but only the last two seasons in Northern California. In Southern California, John brought home his share of the sterling in local fleet competition, and placed as high as second in the 17 Cal 20 Nationals he's attended.

Despite the experience, though, winning the division championship in '84 was no piece of cake. "My biggest problem in adjusting to sailing in the Bay," says the retired engineer, "was focusing on the currents and trying to keep out of the holes at Yellow Bluff." Then there were Mike Schuamberg on *Orange Crate* and fleet captain (and last year's champ) Kevin Friel on *Loafer* — John's toughest competition — to worry about, not to mention the rest of the fleet. "The whole Cal 20 fleet is very competitive," says John. "Nine or 10 different people got first through the season."

John's son Ken was his usual crew through the season, although various other people came along when conditions or schedules demanded it: it's not always easy to arrange crewing positions when you have to trailer up from San Jose for every race. Fortunately, John has relocated to Tiburon, so the logistics of just getting out there won't be so bad when he starts racing the '85 season.

2) *Hana Pau*, Mary Jo Foote and Vince Meyer, Island YC; 3) *Aolele IV*, Julian Barnett, San Francisco YC.



dispute between China, Vietnam, and the Phillipines. Recently a friend of Brian and Inawa's took his 50-ft catamaran with a group of four German ham operators on a charter to Spratley Island, a tiny bit of nothing equidistant between the Phillipines, Borneo, and Vietnam. Although the islands were known to be in dispute and therefore dangerous to approach, the four Germans were eager to make a ham transmission from the remote spot.

As they neared Spratley Island a heavy artillery shell was fired across their bow. They made a run for it, and didn't fare well. The second shell hit the gas containers on the transom, disabling the boat and causing one German to die from shrapnel wounds. Another died in the 10-ft dinghy the crew had to take to, while the others survived a week in the blistering tropical sun before being rescued by a passing freighter.

To Brian's knowledge, the last *pirate* attack on a yacht in the region took place about 3½ years ago at Langkawi, Thailand. There, according to fifth hand reports, a cruiser had his arm chopped off while his wife was raped before his eyes. Today the couple run a charter sailing operation out of the Phillipines, so they obviously haven't fled the region.

There are other areas — clearly marked or known among the yachties — that are wise to stay away from. The maxi *Condor*, for example, is reported to have stopped at Pratas Island — clearly identified as belonging to mainland China and thus being restricted — to have a go at cleaning her bottom. The Chinese military presence there didn't think much of the idea, although it remained a minor incident.

There aren't a huge number of cruisers in the Southeast Asian area, maybe a total of 50 in the crescent formed by Hong Kong, the Phillipines, Malaysia, Borneo, the Malaya peninsula, and Thailand. The biggest concentration is in the Phillipines, where there are perhaps twenty-five cruisers. About half of these cruising boats have been in the area for a long time, six to eight years.

Despite the size of Southeast Asia, the cruisers are a tightknit group. Everybody knows everybody and what each is up to, because they all communicate frequently on the ham radio. Rowdy's Net — Rowdy, formerly worked for Merrill Lynch — is the most popular one. Pirate ham licenses, one



The South China Sea cruisers, Brian and Inawa.

operator told us, are the preferred way to go, with even properly licensed folks using them for some inexplicable reason.

The ham communication is said to provide the very best weather, the most accurate tips on where to anchor, shop, and find supplies, and what areas to avoid. In this part of the world the ham is the equivalent of the backyard fence, hot tub and bulletin roll-

ed into one.

Sailing in Southeast Asia is generally delightful. Monsoons — tradewind like breezes — blow from the southwest five months of the year at 8 to 14 knots. They blow from the northeast another five months of the year at the same 8 to 14 knots. The other two months? Those are transition periods with less reliable winds. Some localized areas get a little different conditions. In Singapore, for example, all the racers have their sails cut for predominant 21 knots of breeze.

Winds rarely get strong except during squalls or short-lived blasts such as those



# CRUISING

called *sumatras*. These seldom blow as hard as 35 or 40 knots, and usually last no more than 10 to 15 minutes. They literally can be smelled from many miles away, which helps getting prepared for them.

**T**yphoons, of course, can be a great danger. Those reading October's newspapers know that typhoon *Ike* killed over 1,200 people in the Phillipines before working its way toward Hong Kong. It's believed to have been the most destructive typhoon of the century. There is a distinct typhoon season, and typhoons can always be avoided by staying between 9 degrees north and 9 degrees south.

While there are many reefs and islands in the region, charts give excellent coverage. Sailing this area is less difficult than the tricky Tuamotus, for example.

Most of Southeast Asia is located just above the equator, so you'd expect it to be hot. Brutally hot. It's in the high 90's all the time during the day, and doesn't drop too much below 85 in the evening. The humidity



COURTESY OF TROPIC BIRD

cooking found in Singapore. This is a localized combination of Malayan, Indian, Chinese, and Portugeuse — basically it's like spicy Chinese with lots of curry dishes. Wonderful *nonya* dinners are to be had at the many spotless dining stalls of Singapore for \$3. Inawa notes the service "is certainly

Mist-ical Thailand, where islands drift in and out of view.

with highrises". The same cannot be said for the other countries in the region, where eating out means exposing yourself to a far lower standard of hygiene than is common in Western cultures. For example, few utensils or bowls are washed between uses by different customers. And when they are washed, hot water or soap are rarely used. There's a little disease currently floating around Hong Kong called the "chopstick disease". There's little that can be done about the hygiene; if you plan to cruise the region, you have to accept the risks. Brian contracted hepatitis on a previous trip.

**S**urprisingly the water from the taps of this region is very good, never needs filtering, and is widely available. Cruisers are said to be about three times less likely to get *tourista* than on mainland Mexico.

Also surprising is the number of people who speak English. In Taiwan — which is actually a little north of what's considered Southeast Asia — enough people speak English in addition to Taiwanese or Mandarin to get along. In Hong Kong a zillion people speak English. In the Phillipines most everyone speaks English, and in Singapore English is the first language taught in school. But as anywhere, Brian advises, try one or two brief phrases in the local language and watch the faces glow.

There are national currencies that U.S. dollars have to be changed into, but that poses no problem. Brian keeps much of his money in a B of A Asian currency bank account. The interest rate is very good, and it's not hard to make withdrawals. All major



COURTESY OF TROPIC BIRD

adds to the discomfort. One of the fondest moments on Brian and Inawa's most recent cruise was a sidetrip up 13,455-ft Mt. Kinabalu in the Malaysian state of Sabah. In the higher elevations they had to put on sweaters — a pleasant change from the tropics — and spent the night before a fire in a small mountainside chalet.

Food is a real treat in southeast Asia. Both Inawa and Brian instinctively classify it, "Superb!" There are many localized varieties, with their particular favorite being *nonya*

Brian inspects the catch of the day being dried in the sun. Fish is plentiful and inexpensive.

much better than the McDonalds I visited recently in Mill Valley and Newport Beach." Singapore, incidentally, has several McDonalds, including one that's reported to be the second busiest in the world.

Singapore is spotless — "like Pasadena





U.S. banks have offices in large Southeast Asian cities. VISA cards are good everywhere for \$100 to \$300, as is American Express.

Telex is widely used in this part of the world, and with good reason. The written messages are found to be much more accu-

But that's the least of it. The Phillipines and Thailand are male dominated societies that do a big business in sex vacations. Jet loads of visitors — many from Japan — fly in and purchase whatever sex they want for a pittance. As you might expect, these countries are leaders in social diseases and developing weird strains of same. Careful or you'll get far more than you bargained for.

In other areas the booze is more expensive. In Singapore, for example, hard liquor runs \$9 to \$12 a bottle. That can really cut into the budget of a cruiser who likes to take a nip or enjoys having guests over for a drink or two. The solution is to buy it duty-free, which you do by signing up to make your purchase three days in advance.

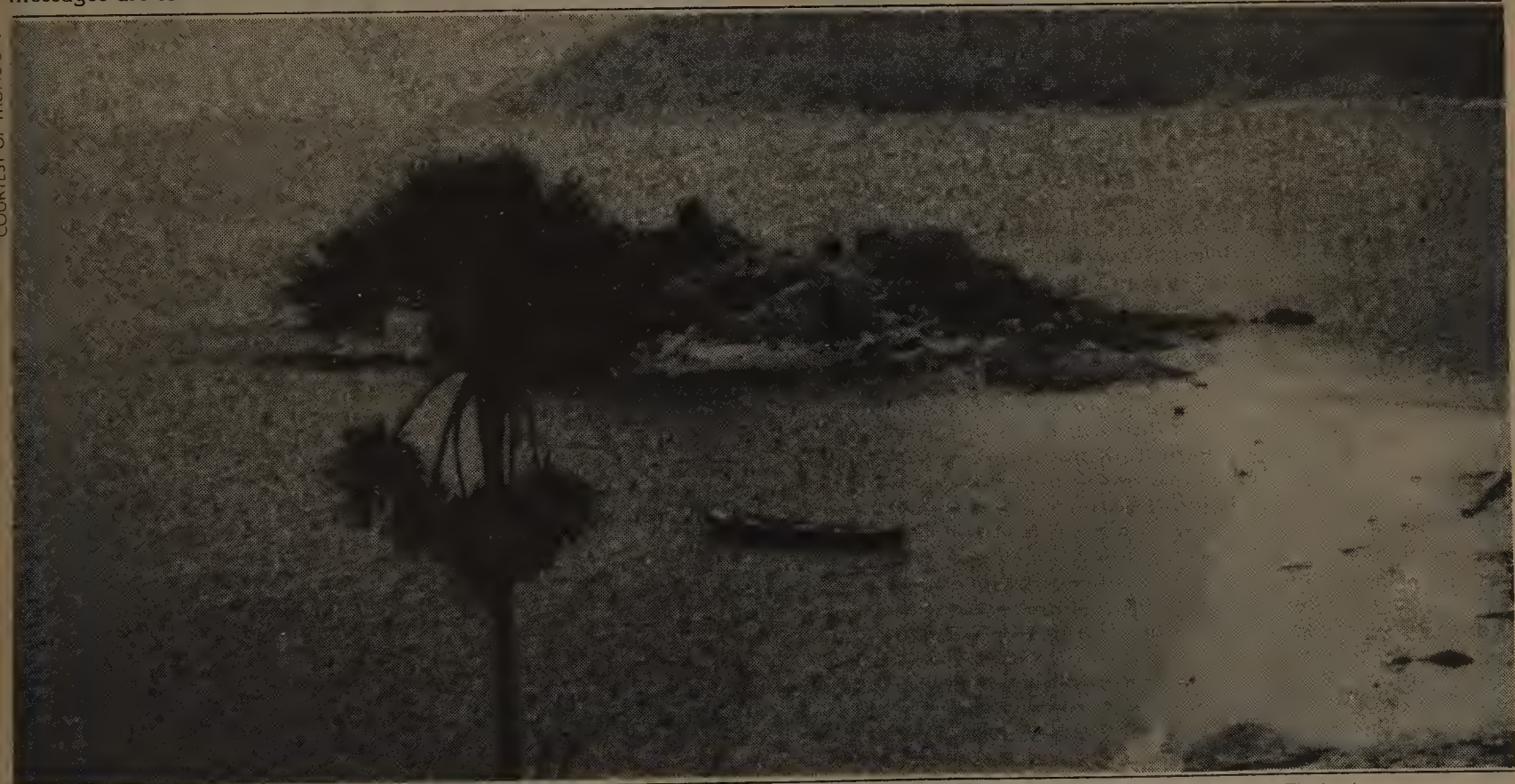
Reviewing the areas they visited, Brian and Inawa liked Hong Kong, both the isolated outskirts and the inner city. Brian continues to like the Phillipines while Inawa has

tain in 1971 and Bechtel is just completing a \$500 million palace. Don't worry that this is some completely irresponsible government splurge — with tremendous oil revenues since 1929 they can afford it.

Yet it was not Brunei's wealth that appealed to Inawa, but the fantasyland like quality. She especially liked the calls to Allah several times each day and the fantastic mosques. In fact there were so many mosques she remarked that it was often as though you were hearing the prayers in quadrophonic sound.

Brian and Inawa both enjoyed Singapore, not only because it was bristol clean and everything worked, but because the standard of living was quite good for everyone. Here they were occasionally able to charter Tropic Bird (the going rate was \$60 for half a day), and make enough money to live comfortably, if not extravagantly.

Thailand was also a favorite, although they'd spent less time there than the other countries. The landscape is phenomenal, with crazy little islands jutting up from nowhere. The humidity-induced mists added an unreal quality to it, as islands would continually be appearing and disappearing.



rate than trying to relay phone messages through nine different people in four different languages. Everybody uses telex for international commerce and important messages.

There's a tawdry side to some of this region, the Phillipines in particular. Bottles of rum go for \$1; San Miguel beer is \$.14 each.

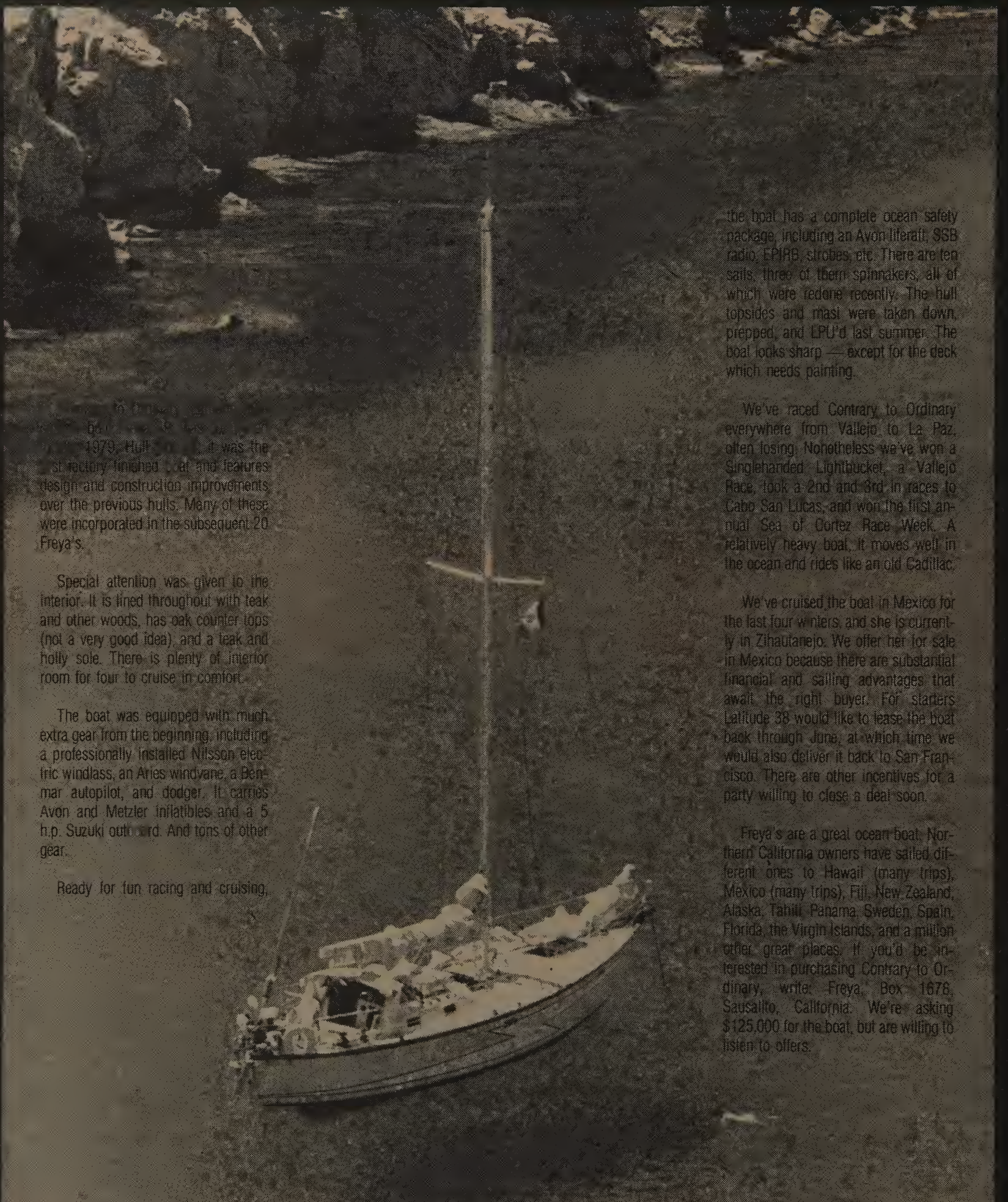
had her fill of it, particularly the heat, humidity and filth. Both enjoyed the Malaysian states of Sabah and Sarawak, but Inawa particularly liked the sultanate of Brunei. The tiny country took its independence from Bri-

A crowded anchorage in Thailand.

As splendid as this region of the world is, like all cruisers Brian and Inawa want to be moving on in a year or so. Their hoped-for next destination: the Med.

— latitude 38





On the Freya, built in 1979, Hull #100, it was the first factory finished boat and features design and construction improvements over the previous hulls. Many of these were incorporated in the subsequent 20 Freya's.

Special attention was given to the interior. It is lined throughout with teak and other woods, has oak counter tops (not a very good idea) and a teak and holly sole. There is plenty of interior room for four to cruise in comfort.

The boat was equipped with much extra gear from the beginning, including a professionally installed Nilsson electric windlass, an Aries windvane, a Benmar autopilot, and dodger. It carries Avon and Metzler inflatables and a 5 h.p. Suzuki outboard. And tons of other gear.

Ready for fun racing and cruising,

the boat has a complete ocean safety package, including an Avon liferaft, SSB radio, EPIRB, strobes, etc. There are ten sails, three of them spinnakers, all of which were redone recently. The hull topsides and mast were taken down, prepped, and LPU'd last summer. The boat looks sharp — except for the deck which needs painting.

We've raced Contrary to Ordinary everywhere from Valjejo to La Paz, often losing. Nonetheless we've won a Singlehanded Lightbucket, a Valjejo Race, took a 2nd and 3rd in races to Cabo San Lucas, and won the first annual Sea of Cortez Race Week. A relatively heavy boat, it moves well in the ocean and rides like an old Cadillac.

We've cruised the boat in Mexico for the last four winters, and she is currently in Zihuatanejo. We offer her for sale in Mexico because there are substantial financial and sailing advantages that await the right buyer. For starters Latitude 38 would like to lease the boat back through June, at which time we would also deliver it back to San Francisco. There are other incentives for a party willing to close a deal soon.

Freya's are a great ocean boat. Northern California owners have sailed different ones to Hawaii (many trips), Mexico (many trips), Fiji, New Zealand, Alaska, Tahiti, Panama, Sweden, Spain, Florida, the Virgin Islands, and a million other great places. If you'd be interested in purchasing Contrary to Ordinary, write: Freya, Box 1676, Sausalito, California. We're asking \$125,000 for the boat, but are willing to listen to offers.

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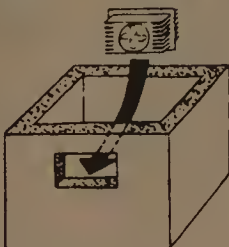
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This month we travel to Australia for the **Etchells 22 Worlds**, and to San Diego for the **Hot Rum Series**, as well as a look at the **Mexico Races**, **SORC** and **Race Management on the Bay**. And don't forget the **Midwinter Results!**

## RACES PAST

### Etchells 22 Worlds

Three Bay Area teams travelled to Sydney, Australia at the end of November to compete in the Etchells 22 world championships. Faring the best in the mostly windy, six-race series were skipper Bill Barton and crew Kent Massey and Russ Silvestri, all from Marin County, sailing a chartered Australian boat to fourth overall in the 65 boat fleet. Mill Valley's John Ravizza steered his boat to a

with overall leaders Iain Murray of Australia and Dave Curtis of Massachusetts way back. In unusually light and shifty airs, they lead by a large margin after the first beat. "We were really laughing and yucking it up," says Bill, "until a big shift rolled in and we dropped back." Murray and Curtis clawed their way back to end up first and second overall, and Barton's efforts were for naught since they had been over early at the start.

Barton describes the sailing on Manly Circle as fairly straightforward, with few shifts to contend with. Starting well was crucial, as the course was left side favored and those



Bill Barton, right, and Russ Silvestri trying to figure out how to get a jump on their competition.

22nd, while Richmond's Bert Clausen could not rise above 48th.

This was the third world's for the Barton/Massey team and they were extremely pleased with the outcome, especially since they even flirted with winning the whole thing. To do so they had to win the last race

who got to the port tack layline first really made out well. Even though their boat was four years old, they had good speed after spending 75 hours working on it and replacing \$600 worth of gear. It's worth noting that a compass they brought with them from California was totally useless in the Southern Hemisphere. "It just turned sideways," says Bill.

For Ravizza and Clausen, the results were

### METROPOLITAN YC

#### Saturday:

**PHRF 1** — Race 1: 1) *Bella Donna*, Olsen 8.23, Dan Woolery; 2) *U.S.A.*, Soverel 33, Chris Corlett, StFYC; 3) *Absolute 80*, Wylie 33, Keith MacBeth, SCYC. Race 2: 1) *U.S.A.*, 2) *Blazin' J*, JI27, Don Trask, StFYC; 3) *Absolute 80*.

**Santana 35** — Race 1: 1) *Riff Raff*, Jack Air, StFYC; 2) *Celebrity*, Ted Hall, StFYC; 3) *Wide Load*, Sam Bonovich, BBYC. Race 2: 1) *Dream Machine*, John Aitken, StFYC; 2) *Riff Raff*, 3) *Wide Load*.

**Express 27** — Race 1: 1) *Graeagle*, Hodges/Rudiger, CYC; 2) *Frog in French*, Kame Richards, RYC; 3) *Beth!*, Mik Beatie, RYC. Race 2: 1) *Desperado*; 2) *Beth!*, 3) *Tamen*, Rafi Morgan, EYC.

**J/29** — Race 1: 1) *Power Play*, Peter Cunningham, PAYC; 2) *Black Lace*, Tankersley/Macken, SYC; 3) *Unnamed*. Race 2: 1) *Smokin' J*, John Williams, StFYC; 2) *Black Lace*, 3) *Power Play*.

**Santa Cruz 27** — Race 1: 1) *Hot Flash*, Bren Meyer, GGYC; 2) *Variety Show*, Rob Schuyler, SCYC; 3) *Sumo*, Jim Livingston, SCYC. Race 2: 1) *Hot Flash*, 2) *Variety Show*, 3) *Magna*, Lon Lonberger, SCYC.

**PHRF II** — Race 1: 1) *Bad Bunny*, Wylie Wabbitt, Colin Moore, RVCY; 2) *Zot!!*, Choate 27, Robert Hrubes, CSC; 3) *Unity*, Capo 26, Bud Frazee, Race 2: 1) *Zot!!*, 2) *Unity*, 3) *Bad Bunny*.

**J/24** — Race 1: 1) *Slithergadee*, John Niesley, StFYC; 2) *American Beauty*, Ray Delrich, RYC; 3) *Cornicchio*, Steve Bossi, StFYC. Race 2: 1) *American Beauty*, 2) *Storm Trooper*, Dinny Waters, SFYC; 3) *Sugar Bear*, J. David Dayton.

**PHRF III** — Race 1: 1) *Catch 22*, JI22, Dave Hankel, StFYC; 2) *Magic Jammies*, Wavelength 24, Nick Rau, FLYC; 3) *Predator*, Hawkfarm, Dan Newland, IYC. Race 2: 1) *Magic Jammies*, 2) *Catch 22*, 3) *Predator*.

**Merit 25** — Race 1: 1) *Twilight Zone*, Paul Kamen, CSC; 2) *Half Fast*, Ron Landmann, IYC; 3) *Not Yet*, James Fair, CSC. Race 2: 1) *Twilight Zone*, 2) *Not Yet*, 3) *Half Fast*.

**Newport, 30** — Race 1: 1) *Roquefort*, Bob Marshall, SFYC; 2) *Yeofy*, Eliel Redstone, 3) *Cygnat*, Nick Abitsch, RYC. Race 2: 1) *Roquefort*, 2) *Yeofy*, 3) *Harry*, Dick Aronoff, StFYC.

**Coronado 25** — Race 1: 1) *Ventura*, Ernest Dickson, RYC; 2) *Our Boat*, Frank Lossy, CSC; 3) *Passage*, Margret Hickman, BYC. Race 2: 1) *Ventura*, 2) *Our Boat*, 3) *Passage*.

**Thunderbird** — Race 1: 1) *Is*, Fred Howell, Jr., IYC; 2) *Lyric*, James Newport, OYC; 3) *Conception*, James White, GGYC. Race 2: 1) *Lyric*, 2) *Is*, 3) *Conception*.

**Cal 2-27** — Race 1: 1) *Sundance II*, Leigh Brite, RYC; 2) *Con Carino*, Gary Albright, RYC; 3) *Party Line*, Barnhill Graham, RYC. Race 2: 1) *Huffin*, Jerry Olson, LMSC; 2) *Con Carino*, 3) *Party Line*.

**PHRF IV** — Race 1: 1) *Slow Dancer*, SJ 24, Dennis Beckley, RYC; 2) *Freyja*, Catalina 27, Lawrence Nelson, RYC; 3) *Adlib*, Kiwi 24, Dustin Meuse.

not quite as good. Ravizza says they were learning fast and had good finishes by the end of the series. Clausen reports that their boat wasn't as fast as they hoped — a risk one takes when chartering at a world class regatta — and they had to take a lot of sterns after the start to find any clear air.

Aside from the racing, all the contestants



## MIDWINTER RESULTS

## METROPOLITAN YC — CONT'D

Race 2: 1) *Honcho II*, Santana 27, P. Rosenthal, BYC; 2) *Chased*, Excalibur, Bruce Fowler, CSC; 3) *Adlib*.

**Santana 22** — Race 1: 1) *Hot Rudder'd Bum*, Wilson/Fieberling, SCYC; 2) *Ms. America's Pie*, Frank Healy, RYC; 3) *Diana*, John Skinner, RYC. Race 2: 1) *Buffalo Honey*, Lou Fields, IYC; 2) *Ms. America's Pie*, 3) *Diana*.

## Sunday:

**PHRF A** — 1) U.S.A., John Kostecki, StFYC; 2) *Bella Donna*, 3) *Blazin' J*, Olson 30 — 1) *Saint Anne*, Richard Heckman, IYC; 2) *Sundance*, Magoon/Zevanove, StFYC; 3) *Zephyros*, D. & A. Oliver, IYC.

**PHRF B** — 1) *Loose*, Custom, Jerry Fisher; 2) *Storm Rider*, Aphrodite 101, Greg Warner, RYC; 3) *Flyer*, Peterson 33, Dennis Robbins, RYC.

**Islander 36** — 1) *Prima Donna*, Eric Warner, RYC; 2) *Windwalker*, Richard Shoenhair, IYC; 3) *Grumpy Dog*, Cyndy Hessenbruch, StFYC.

**PHRF C** — 1) 660, Pyramid 660, Jim Walton, RYC; 2) *Magic Jammies*, 3) *Zot!!!*.

**Wylie Wabbit** — 1) *Ricochet*, Gene Harris; 2) *Contingent*, Jerry Keele; 3) *Bad Bunny*.

**Moore 24** — 1) *Adios*, Hodges/Watecka, SCYC; 2) *Luna Sea*, Seward/Schrum, SCYC; 3) *Equinox*, Clifford McGuire, SFYC.

**PHRF D** — 1) *Stewball*, J/24, Jim Bock, RYC; 2) *Catch 22*, J/22, Tony Chargin, StFYC; 3) *Not Yet*.

**PHRF E** — 1) *Temptation*, Cal 2-27, Rollye Wiskerson, RYC; 2) *Wildflower*, Cal 27, Brian O'Donoghue; 3) *No Name*, Yamaha 26, Howard Miller.

**Cal 29** — 1) *20/20*, Phil Gardner, EYC; 2) *Fantasy*, Doug Clark, IYC; 3) *Gusto*, George Neill, RYC.

**PHRF F** — 1) *Naressia*, Coronado 25, Bobbie Tosse, BYC; 2) *American Pie*, Sabre, Jack Hammer; 3) *Cinnabar*.

**Ranger 23** — 1) *Thalassa*, Cihak Youngling, BBYC; 2) *Twisted*, Don Wieneke, SYC; 3) *Nightwind*, Richard Sloan, IYC.

**Folkboat** — 1) *Kestrel*, David Boyd; 2) *No Name*, Tom Reed; 3) *Windy*, Eric Carlisle, GGYC.

**PHRF G** — 1) *Keelkicker*, Santana 22, Bruce MacPhee, SCC; 2) *Bantana*, Santana 22, Lloyd Banta, RYC; 3) *Upper Bound*, Cal 20, Richard Taylor, CSC.

## Golden Gate YC

**IOR A** — 1) *Confrontation*, Davidson 45, Dave Fladlien, SFYC; 2) *Hawkeye*, King 48, Don Herndon, SYC; 3) *Shamah*, Santa Cruz 40, Malcolm Park, RYC.

**IOR B** — 1) *Bondi Tram*, Frers 41, Peter Stocker, StFYC; 2) *Wall Street Duck*, Schumacher 38, Corlett/Robinson, StFYC; 3) *Grey Fox*, J-41, Don Trask, StFYC.

## GOLDEN GATE YC — CONT'D

**IOR C** — 1) *Abracadabra*, X-102, Dennis Surtees, StFYC; 2) *Black Lace*, J-29, Howard Macken, SYC; 3) *Second Offense*, Schumacher 30, Colin Case, SFYC.

**PHRF II** — 1) U.S.A., Soverel 33, Steve Jeppesen; 2) *Blazin' J*, J-27, Don Trask, StFYC; 3) *Dancing As Fast As I Can*, Mickey Caldwell.

**PHRF III** — 1) *Zot!!!*, Choate 27, Robert Hrubec, CSC; 2) *Bad Bunny*, Wabbit, Colin Moore, RYVC; 3) *Sparrow Hawk*, Moore 24, Roger Heath, CSC.

**PHRF IV** — 1) *Magic Jammies*, Wavelength, Wicher/Rau, RYC; 2) *Predator*, Hawkfarm, Linda Weber-Rettie, IYC; 3) *Cheers*, Hawkfarm, Lloyd Phillips, Jr., SFYC.

**PHRF V** — 1) *Confusion*, Yamaha 24, Ron Stout, RYC; 2) *Twisted*, Ranger 23, Don Wieneke, SYC; 3) *Huffin*, Cal 2-27, Olson/Limardini, RYC.

**PHRF VI** — 1) *Irish Lady*, Columbia 26 II, Denis Mahoney, OYC; 2) *Osprey*, Challenger, Jim Adams, SCC; 3) *Cibola*, Coronado 25, Patrick Broderick, IYC.

**PHRF NS** — 1) *Kestrel*, Folkboat, David Boyd; 2) *St. Brendan*, Pearson 323, Paul London, GGYC.

**Ranger 26** — 1) *Windfall*, Roy Kinney, PYC; 2) *Mariner*, Bruce Darby, SFYC; 3) *Consultation*, Grover Sams, IYC.

**Olson 40** — 1) *Prime Time*, Bob Lund, EYC; 2) *Outrageous*, Richard Linkemyer, SCYC.

**Tartan 10** — 1) *Sportin' Life*, Greg Pfeiffer, CSC; 2) *Midnight Flyer*, Steve Trimble; 3) *Gammon*, Randy Broman, SCC.

**Islander 36** — 1) *Lady Killer*, Frank Mackey, CSC.

**IOD** — 1) *Whitecap*, Tom Allen, StFYC; 2) *Assagai*, Mark & William Heer, StFYC; 3) *Harem Noel*, Markley, SFYC.

**J/24** — 1) *Salsa*, Phil Myers, SCYC; 2) *Jawbreaker*, Dick Daly, StFYC; 3) *Resolute J*, Peter Bennett, RYC.

**Catalina 27** — 1) *Freyja*, Ray Nelson, RYC; 2) *Latin Lass*, Bill Chapman, CSC; 3) *Double Espresso*, Alex Fisenko, BYC.

**Knarr** — 1) *Flyer*, David A. Cobb, SFYC; 2) *Benino*, Charles Osborne, StFYC; 3) *Gannet*, Bob Thaiman, CYC.

**Santana 22** — 1) *Gusly*, Bykoff/Sandkulla, RYC; 2) *Inshallah*, Shirley Bates, SYC; 3) *Wife E. Coyote*, Dr. Joseph Sheehy, GGYC.

## Richmond YC

**El Toro, Sr.** — 1) Denis Silva; 2) George Martin; 3) Hank Jotz.

**Laser** — 1) *Wijses*, 2) *unknown*, 3) *Sargent International 14* — 1) Kers Clausen; 2) Steve Toschi; 3) Alan Lailin.

**Snipe** — 1) W. Wheaton; 2) J. Kelly; 3) D. Blodgett. **Lightning** — 1) Timothy Barnes; 2) Mike Molina. **470** — 1) Ping Sih.

## RICHMOND YC — CONT'D

**Fireball** — 1) Lynn Huntley; 2) Mac Cooper; 3) Laurie Hanawalt.

**Etchells 22** — 1) J. Dreyfous; 2) B.J. Erkelens; 3) R. George.

**Int'l Canoe** — 1) Del Olsen; 2) Steve Chamberlain; 3) Carl Schumacher.

**Thistles** — 1) tie: Wade Hough and Dave Keran; 3) Fred Nagel.

**505** — 1) Gump/Wando; 2) Maloney/Gilmour; 3) Homes/Pedrick.

**Wabbit** — 1) Edwards; 2) Ciroen; 3) Harris.

**Flying Junior** — 1) Schwager; 2) Reynolds; 3) Korb.

**Wing Dinghy** — 1) Jim Antrim; 2) Dan Newland. **Laser II** — 1) Dean & Ty Finley; 2) tie: Jason Fain and K&H Morohan.

**Windmill** — 1) S. Rovnpera.

**Sunfish** — 1) Bob Cronin, D.G. Thompson.

**Finn** — 1) Lou Nady; 2) tie: Rick Prince and Bill Wahlander.

**El Toro Jr.** — 1) Brandon Paine; 2) David Albright; 3) Monika Fain.

## Sausalito Cruising Club

**Spinnaker 1** — 1) *Chamade*, Aphrodite 101, John Stocker; 2) *Hot Flash*, Bren Meyer, GGYC; 3) *Ab-solute 80*, Wylie 33, Keith MacBeth, SCYC.

**Spinnaker 2** — 1) *Mariner*, Ranger 26, Bruce Darby, SFYC; 2) *Three Sheets*, Sprinta Sport, Tony Soter, CSC; 3) *Impulse*, Cal 2-29, Floyd Rector, SYC.

**Spinnaker 3** — 1) *Twisted*, Ranger 23, Don Wieneke, SYC; 2) *Puff*, 3) *Cibola*, Coronado 25, Pat Broderick, IYC.

**Non-Spinnaker 1** — 1) *Peer Gunt*, Knarr; 2) *Ad Lib*, Kiwi 24, Dustin Meuse; 3) *Juggler*, Coronado 25, Larry Russo, SCC.

**Non-Spinnaker 2** — 1) *Bartaut*, Ariel, Skip Henderson, SCC.

**Columbia Challenger** — 1) *Shay*, Rich Stuart, SCC; 2) *Suzi Q*, Jim Van Blarigan; 3) *Osprey*, Jim Adams, SCC.

**Bears** — 1) *Smokey*, Josselyn Robertson, StFYC; 2) *Trigger*, Scott Cauchois, SFYC; 3) *Orsa Bella*, John Schulte.

**Triton** — 1) *Misty*, Bill Woodbridge; 2) *My Way*, Lowell Jett, SCC; 3) *Windswept*, Jim Bartlett, SYC.

**Golden Gate** — 1) *Tajarita*, Robert Mac Donald, CYC; 2) *Sanderling*, Joseph Heifetz; 3) *Fledging*, Michael Bonner.

## Sausalito Yacht Club

**Div. A** — 1) *Tres Equis*, Beneteau 10, Rick Lowrey, SYC; 2) *Dona Mia*, Cal 2-20, Van Sargent, SYC; 3) *Jeito*, J/24, Gordon Smith, SYC.

**Div. B** — 1) *Sabre*, Sabre, Chuck Biern, SYC; 2) *Quicksilver*, C&C.39, Gabe Freioni, SYC; 3) *Rain-bow*, Ericson 35, Craig Brown, SYC.

agreed that the topless sunbathers who crowd the beaches at Watson Bay made the event worthwhile. "They consider us Americans to be behind the times," says Barton.

Barton and Massey are awaiting delivery of a new boat for the upcoming season. The number they've been assigned is 666, which has heavy Satanic overtones. Hopefully

they'll be devilishly fast for the 1986 Etchells 22 Worlds, which will be held from August 14th to the 25th at the Newport Harbor YC in Southern California.

## Hot Rum Series

Down in San Diego they celebrate winter sailing with an event called the Hot Rum

Series. After a summer of hard competition, this is the time they kick back a little. The name of the event comes from the entry fee, which is two litres of rum for every boat over 35 feet in length. Boats under 35 feet bring one litre. All the rum is poured into a big vat which is heated with some butter and other delights for a delicious punch. After the



# THE RACING

12-mile course from the harbor out to Point Loma and back is completed, everyone partakes in the hot buttered rum!

There were 149 entries in this year's HRS series, and they included some pretty impressive boats, such as Nick Frazee's Nelson/Marek 68 *Swiftsure III*, Burton Benjamin's N/M 55 *Lone Star*, and John Paquin's Peterson 48 *Elusive*, to name a few. The races were held on November 4th, 18th and December 2nd. San Diego area racing continues in January with the Rumsey series on January 11th and the Bofinger series on January 19th and 20th.

**Results: Mug O' Rum (San Diego Handicap Fleet)** — 1) *Saga III*, Lan 36, Fred Blecksmith, SDYC; 2) *Primo*, Santana 30/30, Bill Cary, Silvergate YC; 3) *Nuage*, Ericson 35, John King, Silvergate YC.

**MORC Rum** — 1) *Endymion*, Custom, Gerald Driscoll, SDYC; 2) *Elusive*, Peterson 48, John Paquin, Coronado Cays YC; 3) *Uforia*, Ranger 33, Jim Clinton, Coronado YC.

**IOR Hot Rum** — 1) *Eclipse*, NIM 43, Bill Bannasch, SDYC; 2) *Tomahawk*, Frers 51, John Arens, Balboa YC; 3) *Dust 'Em*, Peterson 38, Steve Soares, SDYC.

## RACES FUTURE

### Mexico Races

The first of the new year's Mexico races starts on February 2nd with the Del Rey YC's biennial 1,125 mile slide south to Puerto Vallarta. With some wind there's a good chance that *Ragtime's* 1977 elapsed time record of 5 days, 4 hours and 3 minutes will fall to the speedsters entered this year. Leading the charge will be *Christine*, Fred Preiss' 84-footer, and *Charley*, the Holland 67 under charter to Kim Frinell of Seattle. There are also at least five of the new MacGregor 65's signed up, which should add to the excitement.

The Puerto Vallarta race will feed into the MEXORC, or Mexican Ocean Racing Con-

ference, which will start on February 15th. This has drawn several quality IOR boats into the P.V. race, including Monte Livingston's Peterson 55 *Checkmate* from Marina del Rey and William Bannasch and Les Crouch's Nelson/Marek 43 *Eclipse*. Also making an appearance will be Carl Eichen-

laub's new *Cadenza*, an aluminum Peterson 45 which Carl built in his boat yard near the San Diego YC.

Del Rey YC race chairman for the Puerto Vallarta race Ray Schachter is very excited about the contest, and can be reached at (213) 822-6093. You can also call the yacht

## PUERTO VALLARTA RACE ENTRIES

IOR Fleet	TYPE	OWNER/SKIPPER	CLUB
BOAT			
<i>Cadenza</i>	Peterson 45	Carl Eichenlaub	San Diego YC
<i>Charley</i>	Holland 67	Kim Frinell et al	Seattle YC
<i>Checkmate</i>	Peterson 55	Monte Livingston	Del Rey YC
<i>Crazy Horse</i>	Nelson/Marek 49	Larry Harvey	San Diego YC
<i>Dakar</i>	Contessa 43	Dr. Bill Goodley	Del Rey YC
<i>Eclipse</i>	Nelson/Marek 43	Bannasch/Crouch	San Diego YC
<i>Elusive</i>	Santa Cruz 50	Reuben Vollmer	King Harbor YC
<i>Insatiable</i>	Nelson/Marek 41	Tom Armstrong	California YC
<i>Naiad</i>	Farr 45	Wm. J. Underwood, Jr.	Santa Barbara YC
<i>Octavia</i>	Santa Cruz 50	Stuart Kett	Santa Cruz YC
<i>Predacious</i>	Baltic 42	Arnold Nelson	Del Rey YC
<i>Racy</i>	Peterson 50	Robert Magoon	St. Francis YC
<i>Racy II</i>	Santa Cruz 50	Lu Taylor	St. Francis YC
<i>Rampage</i>	Choate 40	Philip Friedman	Del Rey YC
<i>Romantico</i>	Jepperson 40	Bruce Stone	Diablo YC
<i>Tribute II</i>	Santa Cruz 50	Jim Feuerstein	Del Rey YC
<i>Wizard</i>	CF 41	Nell Kelly	Corinthian YC (WA)
<i>Whistle Wind</i>	Farr 55	John Graham	Royal Vancouver YC
<i>Wolfpack</i>	Peterson 48	Leland Wolf	Coyote Pt. YC
PHRF FLEET			
<i>Anthem</i>	MacGregor 65	Roger MacGregor	Lido Isle YC
<i>Bodacious</i>	CF 37	Thornton/Ruegg	Pierpoint Bay YC
<i>Cheval</i>	MacGregor 65	Harold Ward	California
<i>Christine</i>	Custom 84	Fred Preiss	Pacific Mariners YC
<i>Defiance</i>	Beneteau 42	Wm. D. Boyd	Pacific Mariners YC
<i>Flame</i>	Columbia 43	Dr. Dick Ramage	Long Beach YC
<i>Joss</i>	MacGregor 65	R. & C. Daniels	Long Beach YC
<i>Lean Machine</i>	MacGregor 65	Thomas O'Keefe	Capistrano Bay YC
<i>Pursuit</i>	Holland 52	Armin Baertschi	Los Angeles YC
<i>Rocket</i>	Santa Cruz 50	Mark Bielweis	Del Rey YC
<i>Shenanigan</i>	MacGregor 65	J.Grimbley/B.Grimbley	Capistrano Bay YC
<i>Sumatra</i>	Lapworth 50	Michael Cummins	Shoreline YC

## CABO SAN LUCAS RACE ENTRIES

<i>Aleta</i>	Peterson 46	Warren Hancock	Newport Harbor YC
<i>Bydand</i>	Baltic 42	Max Gordon	Coyote Point YC
<i>Cheetz</i>	Peterson 67	Dick Pennington	Long Beach YC
<i>Cursor</i>	Wylie 38	S.&J. Farwell	Newport Harbor YC
<i>Defiance</i>	Santa Cruz 40	Richard Nowling	Southshore YC
<i>Drumbeat</i>	68' ULDB	Don Ayres, Jr.	Newport Harbor YC
<i>Elusive</i>	Santa Cruz 50	Reuben Vollmer	Kings Harbor YC
<i>Free Enterprise</i>	Nelson/Marek 41	Richard Ettinger	Newport Harbor YC
<i>Free Run</i>	Tradewinds 40	Robert Miller IV	Santa Barbara YC
<i>It's Ok</i>	Reichel/Pugh 41	Lewis Beery	Balboa YC
<i>Lone Star</i>	Nelson/Marek 55	Burton Benjamin	Southwestern YC
<i>Magic Touch</i>	Santa Cruz 40	Wayne Colahan	Santa Barbara YC
<i>Miramar</i>	79' ketch	John Scripps	San Diego YC
<i>Ms Blu</i>	Swan 51	Harry Thomassen	Balboa YC
<i>Nalu</i>	Swan 44	Peter Grant	Newport Harbor YC
<i>Notorious</i>	Olson 40	Scott Pine	Santa Cruz YC
<i>Pandemonium</i>	66' ULDB	Packer/Wilson	Newport Harbor YC
<i>Quintessence</i>	Peterson 41	Don Hughes	Santa Barbara YC
<i>Reliance</i>	Nelson/Marek 41	Len Sheridan	California YC
<i>Revenge</i>	Nelson/Marek 41	Wayne Willenberg	Long Beach YC
<i>Toboggan</i>	Swan 42	Paul Queyrel	Voyagers YC
<i>Travieso</i>	Nelson/Marek 44	Ron Kuntz	Oceanside YC
<i>Upbeat</i>	Santa Cruz 50	Davis Pillsbury	Newport Harbor YC
<i>Victory</i>	Dubois 43	Robert Butkus	Cabrillo Beach YC
<i>Whistle Wing</i>	Peterson 53	N. McConaghy/P. Stanley	Tacoma YC





LATITUDE 38°51'N

Irv Loube's 'Coyote' with its semi-elliptical keel.

club at (213) 823-4664.

On March 9th, the next group leaves for sunny Mexico on the Newport Harbor to Cabo San Lucas race. This is a slightly shorter race, only 790 miles, and is held in odd numbered years as a tune up for the Los Angeles to Honolulu TransPac classic. "It gives you a chance to sail offshore at night," says NHYC race coordinator Bill Mais, a skill well worth developing if you want to race to Hawaii. There will be several new boats in the race, including the Wylie 38 *Cursor* sailed by Steve and Jeff Farwell of Newport Harbor YC. For more information, call Bill Crispin at (714) 557-5511

## SORC

For the international racing crowd, 1985 action starts on January 31st with the first of six races at the Southern Ocean Racing Conference (SORC) in Florida. Representing the Bay Area will be two fine entries, Bill Twists's Reichel/Pugh 48 *Blade Runner* and Randy Short's Reichel/Pugh 43 *Sidewinder*. Both had good years in 1984, with *Blade Rudder* winning her class in Big Boat Series and *Sidewinder* taking her class in the Hawaiian Clipper Cup.

Owner/driver Twist is not expected to attend the entire SORC. The driving will be done in his absence by Alameda's Tom Blackaller, who returns to the IOR wars after a year of sailing mostly 12 meters and driving fast cars. Tom steered the class winning *Detente* at last year's SORC, and will be ably assisted this time by Jim Pugh, Dave Hulse,

Larry Herbig and others. *Blade Runner* also received a rating-reducing bump shortly before leaving for the East Coast, a move designed to lower their 37.8 mark by 2/10th's of a foot.

*Sidewinder* will also be heavily laden with talent, including Santa Cruz's Skip Allan, who will be sailing in his 18th SORC! Others onboard include Steve Taft, Don Jesberg, Kent Massey, Mike Lingsch, Scott Easom, Dave Wahle, Tom Ducharme, Jim Waters, Tom Relyea and owner Randy Short. Fort Lauderdale navigator Skeet Perry will add his talents as well. Seventeen-year old Ducharme has to return to school for part of the series, and Jon Andron is slated to fill in for him.

*Sidewinder* has to be ranked as a favorite for overall honors. Taft, Jesberg and Allan have won there before (on Dave Allen's IMP in 1977) and the same group has been sailing *Sidewinder* since last summer. The boat is also extremely stiff, a condition the IOR is favoring these days in an attempt to dissuade designers from building tippy boats.

## RACE NOTES

While *Sidewinder* and *Blade Runner* head off to Florida for SORC, Irv Loube's new 40 footer called *Coyote* will be sailing on the Bay getting ready to meet those two boats and many more for the Admiral's Cup Trials in May at Newport, R.I. The AC Trials used to be conducted as part of SORC, and Loube was regularly foiled these in the past as he tried to win a berth on the U.S. team for the Admiral's Cup in England. Now things have changed and Irv looks forward to making the three-boat team and traveling to England.

*Coyote* is one of the new breed of One Tonners that is becoming very popular. Designed by the French team of Fauraux/Baret/Finot, *Coyote* took fifth in last year's One

Ton Worlds and was regarded as the fastest boat when the wind was over 10 knots. For Bay sailing that suits Loube just fine, and with the 1987 One Ton Worlds tentatively planned for San Francisco, she would be a tough boat to beat.

*Coyote* also sports the latest in underbodies — elliptical rudder and semi-elliptical keel. There are several explanations as to why these are faster than the "traditional" squared off blades. One is that the thinner, rounded bottoms cause less turbulence. Mill Valley designer Bob Smith, who is drawing a 43 footer for Jim Mizell (owner of the Frers 40 *High Risk*) with the same type of keel, says the new keels create a better distribution of force vectors on the low pressure side of the keel. They also allow designer to hide the propeller shaft in the turbulence coming off the aft end of the keel. Sound complicated? It is. That's why you pay designers to draw



LATITUDE 38°51'N

Keith Randall and co-worker prepare to fill in one of 'Blade Runner's new bumps.



# THE RACING SHEET



these things.

Elliptical blades will even be part of this year's TransPac, which starts on July 4th off the Los Angeles harbor. Bill Lee's new SC 70 *Blondie*, for example, has a rounded rudder, although her keel is quite normal. It's possible the keels on the second and third SC 70's may be more radical, but the workers at Lee's shop aren't saying, yet.

No matter what shape your bottom is in, you should think about TransPac. This is the classic Pacific race, a rite of passage for West Coast sailors. Big boat or small, it's bound to be a gas. Sign up by May 3rd. You can get all the information you need by calling Chairman James Eddy at (818) 243-2187 or by dropping him a note at 158 S. Brand Blvd., Glendale, California 91204.

The Women's Racing Association wrapped up their fall series with an awards presentation on December 7th. They also elected new officers for 1985, which include: Gayle Fuetsch, Chairman; Marcia Schnapp, Vice Chairman; Nancy Pettengill, Secretary; Fran MacDonald, Treasurer.

**Results: Division A** — 1) *Hot Lead*, J129, Earlene Tankersley, Sausalito; 2) *Lipstick*, Express 27, Marcia Schapp, Oakland; 3) *Flexible Flyer*, Choate 27, Shirley Temming, Alameda.

**Division B** — 1) *Rapid Transit, Jr.*, Ranger 23, Suzanne Sylvester, Oakland; 2) *Legacy*, Ranger 29, Susan Hoehler, Tiburon; 3) *Happy*, Santana 22, Barb Kerr, Alameda.

**Division C** — 3) *Pau Hana*, Santana 22, Ann O'Rourke, Alameda; 2) *Constellation*, Islander Bahama, Sandi Harris, San Francisco; 3) *Ragtime*, Santana 22, Nancy Farnum, Fremont.

Bay Windsurfers got a midwinter treat of plenty of wind for their December 15th Polar Bear regatta. Young Ted Huang, who juggled a violin recital with winning two races and a second in the other, pulled out the win over John Callahan. Dan Healy had solid thirds placed ahead of Glenn Taylor and Ted

"Badge? What badge? I ain't got to show you no stinkin' badge! But here it is anyway."

McKown.

Start planning for February, when you can travel to L.A. for their midwinters on February 16th and 17th. The following weekend is the Richmond YC's third annual Big Daddy regatta on February 23rd and 24th. The former is a huge event which stretches from Marina del Rey to San Diego and sponsors racing for just about every boat made. You can get information by calling Ron Walecki at 213-512-1020. The Big Daddy is for IOR and one-design fleets, and features some of the best partying of the year. Call 237-2821 for more details.

## RACE MANAGEMENT

Good race management is a lot like good officiating at a football game: when they're doing a great job you hardly notice them, but when they screw up, boy, do they catch hell! That's part of the reason the Yacht Racing Association (YRA) of San Francisco Bay is hosting a pair of seminars this winter at the St. Francis YC. On February 2nd, there will be an all day conference on the subject of race management, covering everything from equipment you need, how to set lines, safety, and protests. On March 16th and 17th, the subject of managing protests, both on the water and ashore, will be covered.

These seminars are part of an ongoing effort by the YRA to raise the level of race management around the Bay. There are literally hundreds of contests held locally each year, and very little formal training available.

For the ambitious, the YRA even offers a Certified Race Officer Program, graduates of which receive official recognition of their expertise.

Bob Thalman of San Rafael is currently in charge of this project. He says the late Jack Feller came up with the idea, and the program formally began in 1981. In order to be certified, participants must meet certain qualifications. Among them are having been a racing skipper, navigator or watch captain for three years, having been on a race committee for four events including one as a principal race officer, and having served on ten protest committees including at least a pair as chairman.

"It's OK to apply without having completed all of these," says Thalman, who says he has some 150 people in the program now. As you fulfill the requirements you add them to your record. Thalman says the idea is that people will work at their own speed. Once you're done, you get a patch and certificate which can be displayed prominently at your club. "We get all kinds of people," adds Thalman. "Some are ex-racers and others are folks who've always liked the racing scene and want to be involved in some way."

The seminars in February and March are designed to aid those enrolled in the race officer program, but they are not limited to only those people. In the three years they've been held, almost 300 people have attended. The race management session is free, with a nominal charge for lunch, and the protest session does have a slight fee for showing a video.

For those interested in the certification program and/or the seminars contact Bob Thalman at 479-3281 or Leigh Abell, 453-8765, or contact the YRA office at 771-9500. And remember that as a race officer you will usually hand out trophies rather than receive them, but every racer out on the course knows that good committee persons running the show are worth their weight in gold!



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5' Tantra, an 8' design motor sailer built by Palmer Johnson.



# CHANGES

With reports this month from **Iolanthe** in Seville; **Sundowner** in New Zealand; **Blue Yonder** in San Carlos, Mexico; **Meander** in Hong Kong; **Thalassa** in the Med and Canary Islands; **Taleisin** on the coast of Baja; **Tiare Moana** Pitcairn Island; the **Pollo Pequino** YC in Mexico; and voluminous **cruise notes**.

## **Iolanthe — Freya 39 The Dawson family Club Nautico, Sevilla, Spain (San Mateo)**

We are now in Sevilla, Spain where we shall remain until spring. Sevilla is 54 miles up the Guadalquivir River, and a very pleasant spot to pass the winter. The trip up the river was often reminiscent of the Delta area.

Starting on May 15, we departed Florida and followed the usual route through Bermuda and the Azores to Europe. We found

proved to be just wet and dull. The final leg from the Azores to Lisbon was just the reverse of the first two legs, and we wallowed about in practically no wind. We were luckier than one boat we heard on the radio who reported being totally becalmed for eight straight days.

Much has been written about Bermuda and we also found it very pleasant during our brief stay, but we much preferred the Azores. The Azores were relatively inexpensive with the Escudo at about 140/dollar. A local wine, Vino Verde for example, was about 125-225 Escudos/bottle; dinner for four about 1200 Escudos. The people were friendly, the islands beautiful and the climate similar to San Francisco. Horta, the main harbor of Faial, serves as the main stop for boats passing through the islands. The "Wall" on the quay serves as an advertisement for the boats that have passed that way. While in Horta we swapped issues of *Latitude 38* with Steve Royce and the Coaster crew, who were moored next to us.

We enjoyed Lisbon and mainland Portugal, but found nowhere that we wanted to winter until reaching Sevilla. One highly recommended wintering hole was Vilamoura on the Algarve coast. Unless you plan to leave your boat and travel inland, or have relatives growing crops in the area, we would suggest crossing it off your list of places to winter. It is a large, modern, sterile marina; beyond that we found little to commend it. Slow death by means of terminal boredom was not on our list of things to do this winter.

Sevilla has much to recommend it — and is becoming more crowded each year as more boats discover it. We are presently moored at the Club Nautico Sevilla. The Club is located on the river about a 15 minute walk from downtown Sevilla. They have a very limited number of berths for non-member boats, and more takers are arriving earlier each year for a place at the club. Nonmember boats can also be asked to leave in order to make room for an arriving club member's boat. There is also an an-

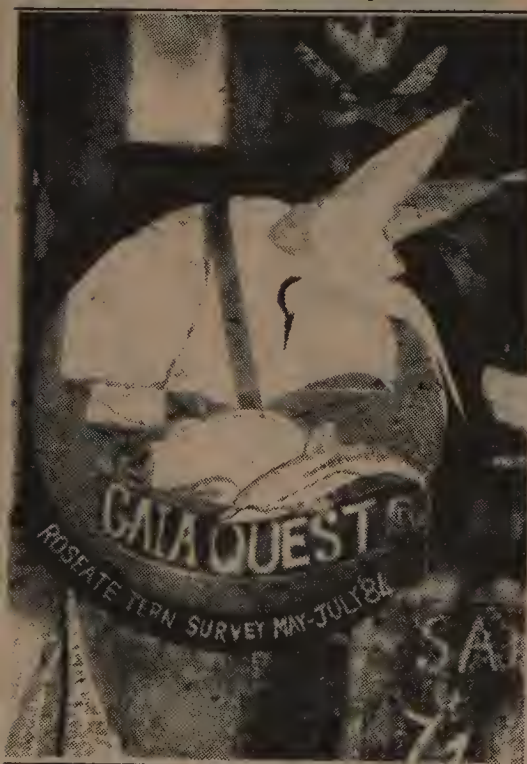


chorage run by a small boat yard across the river, and presently about ten boats are moored there. The anchorage cost about 163 Pesetas/day; the yacht club about 3-4 times that depending on the size of the boat involved.

We find Sevilla a delightful city filled with much charm. The only factors detracting from its old world ambiance are the dog poop on the sidewalks and the occasional mugger — both hazards of any big city. We are attempting to resuscitate our long-dormant high school Spanish. By spring we hope to be able to order more than "Dos cervezas".

We shall move into the Med next spring and would like to get as far as Turkey next summer. We seem to go slower the longer we cruise, so we're not at all sure how far we'll go. We shall report what progress we make in our next letter.

— the dawsons (3/12/84)



Boat signature details . . .

that with meticulous planning, close attention to weather forecasts and maps, coupled with a bit of just plain old good luck we were able to deftly position ourselves in the middle of a string of gales proceeding across the Atlantic. The weather during our crossing was uniformly abysmal. We spent the majority of the time in force 8-9 plus. The winds were usually not quite on the nose and so the trip





COURTESY IOLATHE

The 'wall' at Faial, Horta, Azores.

**Sundowner — Westsail 43  
Ty, Toni, and Justin Knudsen  
Urapukapuka Island, Bay of Islands  
New Zealand**

We have been on the go since we last wrote you from Kiribati, but now we have settled in for some boat work. This gives me a chance to dust off the typewriter.

New Zealand is host to almost 300 overseas yachts this season, most of them American. A few of us decided to get together for Thanksgiving, but when word of it got out on the VHF, we ended up with six furdkeys, three hams, and a giant potluck for 120 people at the Opuia Cruising Club. It was a thankful group of sailors for the most part, as the weather had cooperated for about three weeks in early November when the bulk of the boats left Fiji and Tonga. The normally rough passage to New Zealand was quite pleasant. In fact we made it down from

Lantoka, Fiji in seven days.

While we're almost to the end of 1984, we've managed to do quite a bit of travelling. This year we've been to New Britain, New Ireland, Nissan, Kapingamarani, Ponape, Ant, Kosrae, Tarawa, Abemama, Funafuti, Viti Levu, Malololaelae, and Yasawa.

Merry Christmas from down under.

— toni, ty & justin (12/4/84)

**Blue Yonder — 50-ft ketch  
Jay Yonder**

**San Carlos, Sonora, Mexico**

The anchorage here at Bahia San Carlos is excellent. It is well protected from swells, except those caused by the fishing boats that occasionally speed through the channel. Strong winds, some reaching 40 knots, can and do blow across the anchorage, but there is no fetch to worry about. With adequate ground tackle you will have no concern. Well-founded moorings are available through Marina San Carlos for a reasonable

fee.

About Marina San Carlos: The owner, Ed Grossman, and staff have been helpful and friendly toward yachties and can provide many necessary services. Diesel, gas and water are available at the fuel dock. A good gringo engine mechanic can be had through



Toni Knudsen, from 'Sundowner's' xeroxed Christmas card.

the marine office, along with a fine machine shop located directly behind the office. Slips may or may not be available, so plan on mooring or anchoring out unless you contact the marina prior to arrival.

Other facilities available in San Carlos include a bank, *laundreria*, several good restaurants with bars and a number of small cafes that serve delicious food. While there are many good places to dine, they can be more expensive than in Baja. El Yate, which



DAVE KOPEC



Papua New Guinea. See any spots that look like they might be good for anchoring?

## Meander — Westsail 32 Dave and Emily Kopec Hong Kong (San Francisco)

Another year has passed and Meander is still plugging away with no retirement in sight.

To bring you up to date, after an excruciatingly slow 20-day passage from Rabaul, PNG, we arrived in Koror, Palau, on Christmas Eve, '83. We were just in time to be invited to a big ex-pat barbeque and round of holiday parties. What we had expected to be a dreary Christmas becalmed at sea without fresh food, suddenly became a gay, festive celebration.

Palau is composed of a myriad number of small islands, which have been undercut by the sea so that they resemble mushrooms set in a clear lagoon. Diving on the outer reef is ranked world class, and it's easy to find wrecked Japanese Zeros, tanks, guns and ships in the lagoon. The Palauans are a handsome, friendly people — but have been spoiled by Uncle Sam who provides 95% of the budget even though they declared independence three years ago. Every Palauan feels that it is his God-given right to roar around with his 200 hp engine wide open, drive a big car on the possibly 30 miles of road, and litter his few beaches with midden heaps of Budweiser and Coke cans. While all along insisting that "Yankee go home."

Given that situation and that a small international group of ex-pats run the show with very little entertainment except house parties, you'll understand why new faces are welcome and the months pass quickly for yachties.

Next the Philippines, our first taste of Asia. Our introduction was Surigao City on Mindanao, and we couldn't believe the wild activity on shore; markets bustling, jeepneys and tricycles honking and jockeying for space, and everywhere people and more people. They all smiled, spoke English fairly well, and used the universal greeting of "Hello Joe" for male and female Europeans alike.

We spent most of our time in Po-oc, a small village south of Cebu City on Cebu island. We hired a crew of three young men to sand and scrape so we could paint and varnish away some of the years of neglect. Paying them well for the area, providing lunch at the local restaurant every day, and letting them guzzle all the soft drinks they could manage didn't bring our total payroll above \$25 U.S. per week. Some other representative prices: a kilo of freshly caught king prawns, \$3.50; a bottle of the finest five year old rum, 75¢; and a beer, 15¢. It's the first place in the world we've been unable to exceed our budget — no wonder we're headed back as soon as the monsoon changes.

We traveled up the island chain stopping for a colorful Good Friday in Marinduque with a nightly realistic crucifixion and real self-flagellation, then went inland in Luzon to Pagsanjan Fall and the Banaue rice terraces — either of which would be worth the trip to the Philippines. In Banaue, with no equipment other than bare hands, the natives have covered the sides of the mountains at least 1,000 meters high with terraced rice paddies, all still in use and green and luxuriant while we were there. About the only place we didn't like was Manila, just another big city totally destroyed during the war and haphazardly rebuilt.

seems to be a favorite watering hole of the boat people, serves excellent margaritas and suppers. They also provide dancing to a live band later in the evening, which is attended by many of the young Mexicans.

There are three markets within an easy walk, where most of your needs can be accommodated. Of course, for those items not available here, Guaymas, a large industrial town, is just 13 miles away and accessible by regularly scheduled bus. By my count three haulout facilities are open to the small boater. I have heard conflicting comments concerning these facilities, and seems both the prices and the services can vary from boat to boat. So agree on the arrangements prior to haulout. The bottom line here seems to be that Guaymas is superior to La Paz for haulouts.

But back to San Carlos, which some call "gringo gulch". Unlike the Baja, Spanish is not a requirement here. Every shop has English speaking employees; however, a ready smile and an effort at Spanish will be rewarding. There are really two seasons to San Carlos, summer and winter. The summer, June thru November, is rainy with local squalls and hot (to 100 plus) and very humid. Many of the cruisers left their boats and went north between July and October. Those that stayed, put up with flies, mosquitos and hot days and nights. From November on, winter climes take over with clear skies, warm pleasant days and cool nights. The prevailing winds switch from south to north.

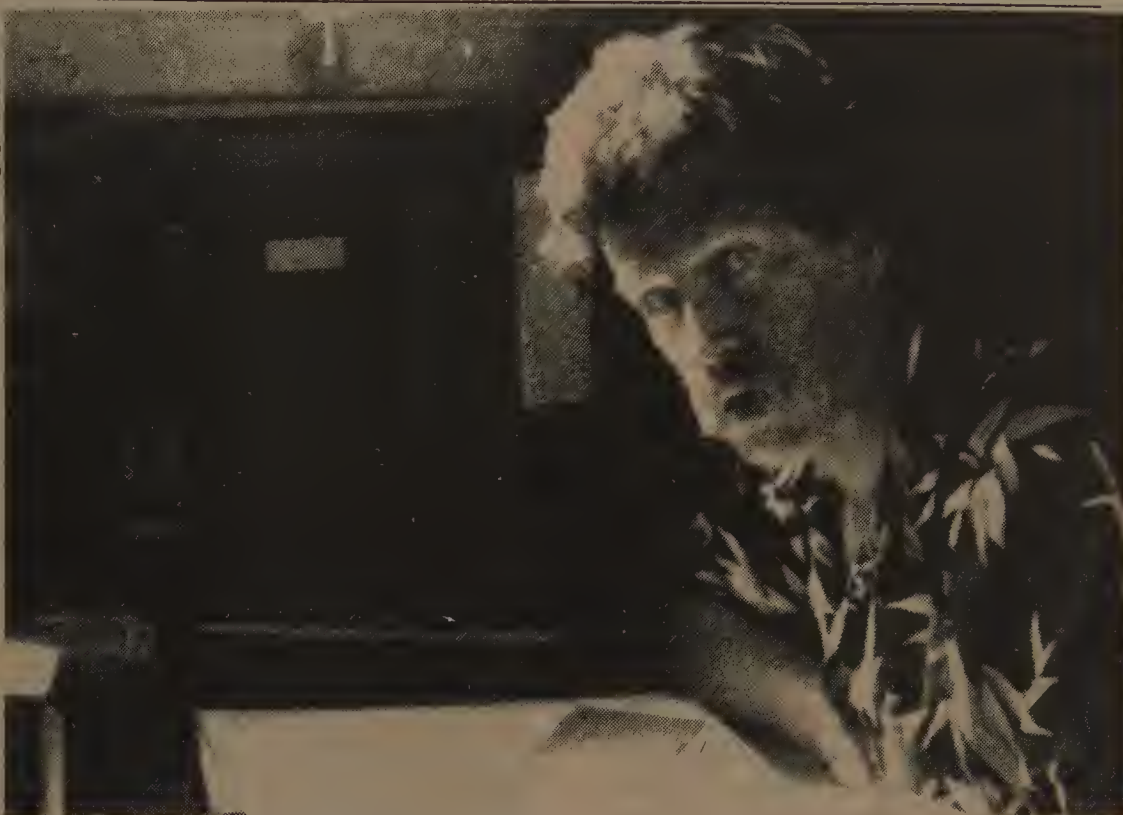
Now that the hurricane season is over it is time for the *Blue Yonder* and crew to head south. We hope to see you all in Mexican waters.

P.S. Some cruising boats in San Carlos at this writing: *Endless Summer*, *Amistad*, *Mary T*, *Armored*, *Wicki Win*, *Moon Child*, *Beyond*, *Pilot*, *Slade Green*, *Zubi Nubi*, *Mar Y Vent*, *Sizu*, *Maverick*, *Casino* and many more. Most of these boats were at Cortez Race Week 1984.

— jay (11/15/84)



CHERYL BEDNARSKI



SatNav-less Carl Ares at the 'Thalessa's' chart table.

In May the monsoon changed, making it a reasonable sail to Hong Kong. And unwillingly we did sail, as our transmission gave out half way across. We ghosted into Deepwater Bay so slowly that our garbage outraced us, but happily dropped anchor and started searching for a repair facility. Our second night there, a *willawaw* blew down the mountainside right at us. We dragged anchor during the night and we were almost on the rocks across the bay at dawn. Somehow we raised the main and starting hauling the anchor with our faulty windlass, only to see the mainsail disintegrate into tatters. I don't know how David managed to get us out of there to anchor in Repluse Bay using only the staysail, but he did. We had come as close to losing the boat as the time we sailed her onto the reef in Fiji. That's one wonderful feature about David — in an emergency, he never gives up.

At this point, we've about got *Meander* back together; engine repaired, new chain ordered and windlass repaired, and a whole new set of sails plus professional covers due from Lee Sails tomorrow. So we're about ready to start voyaging again.

David flew back to the States in July for a six month working vacation while I indulged in a quick trip to Beijing. It was interesting, but I hated being herded around in busses with mobs of tourists. I was lucky enough to find another brave American lady to escape the tour with. We did have experiences — by chance we saw the rehearsal for National Day at midnight on a Saturday night, but then had to hike five miles back to our hotel as there was no transportation available.

Encouraged by the bargain air fare from Hong Kong to the States (\$500 round-trip), I manufactured a family emergency to go back and visit family and friends and David. We arrived back in Hong Kong on November 10th looking like gypsies, with bags full of boat parts. They didn't even check our list or open a bag, just asked how long we had spent in the Philippines where there's lots of pot.

We loved being back in the U.S., but realize we can't go back and live without joining the 9 to 5 routine. So we'll keep on cruising for at least a few more years. During 1985, we plan to visit more of the Philippines, then work our way north to Japan as the weather warms up. How long we stay depends on how expensive and how cold it is, for there's always the Philippines.

— emily and dave kopec (12/15/84)

*Readers — In our next issue we'll be starting a series by Dave and Emily called "Beyond the Milk Run". It follows their travels as they veer off the normal U.S. to New Zealand itinerary. We think you'll enjoy it.*

## **Thalassa — 40-ft sloop Cal Ares & Cheryl Bednarski Turkey, The Med, Canary Islands (San Francisco)**

Time to catch everyone up on our travels since we last wrote. I think it was in July from Greece.

We zipped through Greece and arrived in Marmaris, Turkey on about August 1, 1984. The landscape changes drastically from the largely barren rockiness of the southern Aegean to the tall mountains and pine forests of this part of Turkey (near Rhodes, Greece). I was reminded of the San Juan Islands of

Washington state.

Marmaris is a small tourist-oriented community set in a beautiful, nearly landlocked bay. To make a long story short we were absolutely amazed at the warmth and hospitality displayed toward us by the Turkish people. At one point I sincerely believed that there was some sort of national conspiracy to woo tourists — but whatever the reason the world needs more of it. Everyday there were instances of generosity, good humor, or patience that we had come not to expect in the other Med countries.

The wind blows every day as if you were back on the Bay. It comes up about 10 or 11, blows force 5 or so till 7-8 pm, then usually quiets till morning. Generally it's from the N or N-W. Water temperature in August must have been 80°, with air temperature in the 90s.

We had no hassle with officials, and it cost \$10.00 to enter. Definitely the nicest part of the Med, but an arduous trip to get to and back — especially in one season! The run back to Gibraltar is approximately 2,000 miles, which we did in about one month. The conditions could only be described as variable — extremely variable. If you really try to sail you can easily — no shit — go through 10 sail changes in one night. Which — let me tell ya — for a mom and pop crew with no roller furling is a royal pain in the ass! I would *never* sail in the Med again without roller furling.

More gear notes. We blundered around with a sextant, but it was nerve wracking at



times, especially in the Greek islands where visibility can get down to 3-4 miles with a good current when the *meltemi* blows up to force 7-8. I can brag about having served an apprenticeship, but next time I go cruising I will have a SatNav. It just gives you that much less to worry about. I just got my Autohelm 3000 back from the plant in the U.K. after a rebuild. People are suggesting I paint the compass housing white and keep it covered. We got about 600 hours out of it this summer. I would recommend at least two forms of self steering, preferably with another back up.

I am undecided about Ham radio. No doubt it can be handy at times, but I can't help but feel that being able to call Milpitas from the middle of the Indian Ocean is not what cruising is all about. At least to me. Well we are heading across to the Caribbean in another two weeks — before winter, God forbid, catches up with us.

Some of the Northern California folks we have run into include Fritz Warpen, ex-mayor of Sausalito, who has sailed his Coronado 41 to Portugal and then up to England and is now in the Canaries. We saw Coaster, the Murray Peterson schooner in Gibraltar. Steve Royce was coming in as we were going out. Also in Gibraltar we ran into — not literally — Tomek Ulatowski and C.C. Culver on their Swan 39 *Desai*. They were on a similar trek as ours. They left Berkeley about a year ago, bought their boat in France and sailed as far as Sardinia for the big Swan world cup. They have great stories to tell of rubbing elbows with the big kids. Tomek has his Islander 36 listed with Passage Yachts; it could be a good deal.

In Gibraltar and other places we have met many cruising folks, most of whom are retired and in their 50's and 60's. They call us kids!

At times we've felt a little daunted by the magnitude of the task ahead, mainly sailing all the way back to San Francisco. It's 4,000 miles just from Panama to San Francisco! Our ride down to the Canaries from

LATITUDE 38/RICHARD



'Tavarua' started and completed her circumnavigation here, at Ala Wai yacht harbor in Honolulu.

Gibraltar was pretty hairy. The wind and seas both kicked up, and at one time we pegged the speedo at 12 knots while surfing down the face of a big one. Cruising is great, but can be scary at times.

During the passage we had breakdowns in both our autopilot systems and our compass light! Picture us running downwind in 30 knots, one hour on and one hour off, for two days. Boy were we flogged!

This stop in the Canaries will be our last before crossing the Atlantic to the West Indies. So far we've been here a month now, getting the boat in shape and ourselves psychologically prepared for the crossing. There are a lot of American boats here on their way home to the States, certainly the largest concentration we've seen so far.

From all accounts and the pilot charts, it looks like late November and December are good times to cross the Atlantic. We'll be down around Latitude 20 N, with the trade winds behind us. That should make for a leisurely, comfortable sail. We're expecting temperatures in the 70's although it's more likely they'll be in the 80's.

A normal time for such a passage in a boat like ours is anywhere from 25 to 30 days depending on the strength of the wind. Normally it's pretty moderate, about 17 to 24 miles per hour.

We hope to reach St. George, Grenada before Christmas, and will be dying for a nice

hot shower. We plan on spending about three months in the Caribbean. The political situation in Grenada is said to be stable, and from what we hear the people are very happy to see Americans. One couple that visited Grenada last year said the people cheered and gave them flowers when they walked down the street!

After Grenada we plan to head north — through the Grenadines to the Virgin Islands, Puerto Rico, and Jamaica before heading southwest to the Panama Canal. Then on to Mexico and home! We hope to be back by the end of June, certainly in time for the 4th of July.

Think about us as we sail across the Atlantic during Christmas!

— cal & cheryl

*C & C — We are thinking about you, especially since an out of season hurricane has just been reported (mid-December) in the Atlantic.*

## **Tavarua — DownEast 32 Rex and Joan Allen Circumnavigation (Vallejo)**

We sailed our yacht *Tavarua*, a Down East 32, out of San Francisco harbor in July of 1979 for our shakedown cruise to Kauai, Hawaii. My wife, Joan, and I liked it so well we just kept on going. We ended up crossing from Kauai to Fremantle, Western Australia in 1980. We went via Fanning Island;



LATITUDE 38/RICHARD



Rex and Joan Allen sailed their DownEast 32 around the world in five memorable years.

Intra-coastal waterway to Miami.

In February 1983, we left Miami and sailed to the Bahamas, working our way south while exploring the cays. Our next hop was to Port Antonio, Jamaica and from there on to Panama and the Canal. We left Balboa at the end of May and then to the Perlas Islands, Panama.

We dropped anchor at Golfito, Costa Rica on July 1, 1983. Being in the midst of the wet season, we stayed at this beautiful place until the end of October, anchored in front of Captain Tom's establishment. November 1 we reluctantly hoisted anchor and sailed for Puntarenas. *Tavarua* was long overdue for a haul-out to clean and paint and repair scars on her keel due to lying on a reef in the Bahamas some six months previously.

We were anxious to head north, so after clearing Puntarenas, we moved along the northwest coast of Costa Rica, stopping only at Bahias Potrero and Coco for a few days before tackling the coasts of Nicauragua, El Salvador, and Guatamala. We faced our next hop with some concern, as it was necessary to cross the sometimes "rough" Gulf of Tehautepec. We moved cautiously close to shore, finally passing Salina Cruz and rounding Puerto Angel, Mexico, heaving sighs of relief as we escaped the fearsome northerlies.

At last we reached Acapulco, entering this lovely bay about ten days before Christmas

1983. We rested here for five weeks before sailing on to Zihuatanejo, Mexico where we relaxed for another six weeks. Our next move took us to Manzanillo and the sophisticated Las Hadas Hotel yacht harbor. Here, we provisioned for the final leg of our world quest, before taking off for Hawaii, some 3,000 nautical miles westward.

We departed Manzanillo on April 25, 1984, and after 31 days of uneventful sailing, taking a few storm fronts and steep seas in stride, we tied up in Ala Wai Yacht Harbor, Honolulu — the exact spot from which we had commenced our voyage, just four years and three weeks before. It was a satisfying feeling to have completed our circumnavigation!! May 26, 1984.

For a month we enjoyed the excellent food and relaxation of Oahu, visiting with old friends and meeting new people. It was then time to move on to the "Garden Isle" of Kauai. This was accomplished in a day and night sail and we tied up at the Nawiliwili Yacht Harbor. On Kauai, we provisioned for the long uphill cruise to San Francisco, setting sail from there on July 3rd.

It was a fairly decent sail until our last week when we encountered rather strong northerly winds. With a build-up of seas, we were forced to rely on a storm jib and staysail only. On our final day at sea, as a climax to our five year venture, we experienced our one and only knockdown after over 35,000 miles of cruising. It happened some 60 miles off San Francisco when we were overpowered by a huge wave. Luckily we were

American Samoa; Tonga; Fiji; Vanuatu; then to Cairns, Queensland, Australia; up through the Great Barrier Reef to Thursday Island; and finally across the Gulf of Carpentaria to Darwin.

At Darwin, we were notified of the approaching cyclone season, so we headed down along the northwest coast of Australia. After 35 days of beating against wind and current, we arrived at the Fremantle Sailing Club and received royal welcome. It seems that very few foreign yachts visit this part of Australia.

In May of 1981, we were invited to join the Fremantle Sailing Club's first international yacht race to Bali. We accepted the invitation as we felt deeply honored. It was our first experience at any type of ocean racing, and even though we finished far down the list, we thrilled at every minute of the 15-day passage.

After spending a month touring Bali, we headed out for Christmas Island (Indian Ocean) and then on to the Cocos-Keelings. From there to Rodrigues, Mauritius, and La Reunion — all in the Mascarene group.

Leaving La Reunion, we sailed around the southern tip of Madagascar crossing the sometimes treacherous Mozambique current and arrived in Durban, South Africa on November 6, 1981. It happened to be our 41st wedding anniversary. What a wonderful present!

We waited there until our daughter, Pam, joined us in January 1982 before attempting "The Cape of Storms" around to Capetown.

February 14, 1982, we sailed out of Capetown for the island of St. Helena, Napoleon's last place of exile. From Jamestown, St. Helena to Fortalez, Brazil, we sailed under ideal conditions. Next, it was on to Barbados, Martinique and Iles des Saintes at the tip of Guadelupe.

After a short stay at St. Thomas, Virgin Islands, we left for Chesapeake Bay and arrived at Hampton Roads, Virginia May 26th, 1982. We hauled *Tavarura* out, cleaned and painted the bottom, and then cruised the



WILLIE SMOTHERS



Typical Mexican fish camp that hundreds of yachties will visit over the winter.

both below deck when it occurred.

We had hoped to enter San Francisco Bay in style with all our pennants flying, but instead, we dragged under the Golden Gate Bridge around midnight, unnoticed and very weary after 29 days. We were thankful to find an empty mooring buoy at the cove at Angel Island.

Our good ship *Tavarua* has done a superb job in transporting us around the world safely. We could not have selected a stronger boat for the job. She has weathered everything the sea had to offer and bounced right back for more. We also owe much to our trusty Pathfinder self-steering vane.

We pride ourselves on completing our circumnavigation using only the simplest tools — a sextant, ship's compass, taff-rail log, and a good reliable time piece.

We are now enjoying life in port and sprucing up *Tavarua* for her next adventure.

— rex and joan allen

**Taleisin — 30-ft Hess  
Lin & Larry Pardey  
Coast of Baja  
(Newport Beach)**

As the editor mentioned in the August issue, although we sent out our 'gone cruising' change of address cards last March, by June we'd only sailed as far as San Diego. After that we turned north and spent two more months between Santa Barbara, the Channel Islands and Oxnard. The reason? Great times! *Taleisin* and we were made welcome in local races and we enjoyed meeting new people in each harbor. We remember the apple and oranges dinghy regatta in the Channel Islands as one of the summer's highlights.

September found us buying stores in Newport, and by mid-October we'd reached San Diego where we — and a dozen other southbound cruising yachts — were made very welcome by the Southwestern YC — despite the fact they were already overcrowded.

We set sail for Isla Guadalupe on November 1, but found that the southwest swell generated by tropical disturbance *Simon* made the two anchorages there very uncomfortable. So we sailed on to Turtle Bay, where we arrived just in time for the 28th anniversary of the local fish co-op. It was a great party with all the free beer you could drink, fine Mexican style stew, and a live band from Tijuana. Puppies, kids and town drunks were the only obstacles to the dance floor.

A pleasant incident here reminded me of Rob Coleman's letter on the gifts that should be used for trading — and your answer to it. I admired the flowers in one woman's garden and asked if I could buy some for *Taleisin's* hanging vases. She refused any money and cut a handful of purple blooms plus some ferns to add to the bouquet. Her husband got into the act also, finding a bright ribbon to secure my gift.

As I walked away with my treasure — in waterless Tortuga such flowers really are a treasure — the lady across the street waved and offered us some lobster tails. I wanted to buy them, but she took me into her kitchen and showed me close to 200 tails her husband had brought home for her to boil, clean, and salt. She almost thanked me for taking 15 tails with me.

I returned the next day with four big Granny Smith apples and half a dozen granola bars in a bag with a bow, one for each of our

benefactors. This seemed to create a flurry of giggles and good wishes, and suddenly we had six more lobster tails and an invitation to a 'Sweet 15' birthday celebration (a very big day in a Mexican girl's life), and a preview of all the refreshments and lovely gowns.

The point of this story? That almost anything makes a good gift, be it candy bars, fresh fruit, or canned specialties (in Panama canned tuna fish was a prime trading item). We too, gave up on tobacco and ammo, but decided that any magazine we'd be willing to have in our home we'd be willing to carry for trading. Surprisingly we've discovered that *Vogue* and *McCall's Dress Patterns* are definitely popular items.

Right now we are beating in a light southerly, racing *Southwind*, a Bingham 32 from Santa Cruz and the *Valiant 40*, *Rainbow*, from Portland, toward Punta Ascencion. This letter will probably be mailed from Cabo in a week or so. After that we'll work our way up to La Paz and see what changes have taken place in the 15 years since we were there with *Serrafyn*.

— lin & larry (11/12/84)

*Lin & Larry — We're not sure if it's our breath or our deodorant, but we're the only ones we know who have been to Mexico several times but have not been given anything. Not even a measely 4 or 5 lobsters.*

**Tiare Moana — 44-ft sloop  
Carl and Leona Wallace**



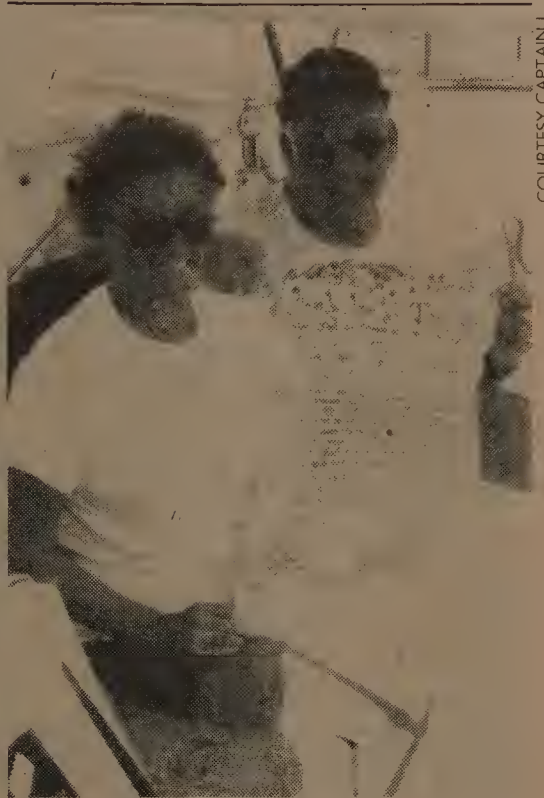
## Pitcairn Island (San Francisco & La Jolla)

"Will you be going to Pitcarin Island?" asked Dr. Grace Devnich in 1977 when we bought *Malaga*, in which we planned to sail the South Pacific. That was the beginning of our dreams and plans to visit the home of the *Bounty* mutineers, where we are right now in November 1984.

Some readers may wonder how we got here so fast when we were in Marina San Carlos near Guaymas in the middle of October. Here's how it happened: Last January we started out for Pitcairn, but between Los Muertos and Manzanillo we ran into a local storm with strong winds, torrential rains, and waves washing all the way over the boat. It was so uncomfortable for so long that we decided we didn't want to make the long ocean passage in our own boat with just the two of us.

But we still wanted to visit Pitcarin. So when we heard that Ocean Voyages of Sausalito offered a Pitcairn charter out of Tahiti, we decided to go. The ten day trip from Papeete in the 44-ft sloop *Tiare Moana* was very enjoyable, smooth for the most part, with favorable winds. The captain, Philippe, and first mate Yvon, are very talented sailors, navigators, cooks, mechanics, and very pleasant to be around. When we arrived at Pitcairn in the late afternoon of October 28, the pastor came out in the copra boat's skiff to welcome us and invite us ashore. Tom Christian met us at the landing in his three wheel motorcycle, and transported us and our luggage to his house where we are staying.

The official island radio station is on the top of the island. There are two buildings. The highest and biggest houses the station; the smaller one, lower down, contains the big diesel generators that are turned on by the operators when they go on duty twice a day. There is a three wire rhombic antenna around the entire complex. The radio operators collect the weather data and send it to Suva, take incoming and send outgoing tele-



COURTESY CAPTAIN J

Chief Plucker Bob Harrington and Mother Hen Carrie — of the 'Captain J'.

grams, and call CQ for any ships in the vicinity.

Tom has his ham radio shack in his house and has a three element beam antenna on a tower up about 35 feet up. Carl connected our Yaesu 757, which is installed in our bedroom, to Tom's beam on our fourth day here. That was the first day we got on the air.

November 1 was Tom's birthday, he is 49. His wife and four daughters, who are in New Zealand for medical treatment, sent him a telegram. The pastor's wife had us all down for a party in the evening.

Carl and I visited the school to take the camera and cassette books we brought for them. The play yard is a large, grassy area. The building itself is quite attractive, inside and out. There are 16 students, but five are away right now and one or two were sick. The teacherage has the most spectacular view one could imagine. Leon Salt, the schoolmaster, is himself a 7th generation descendant from Fletcher Christian, 6th generation from John Adams and Quintal, and 5th generation from Nobbs.

With Betty away, Tom is doing all the cooking. He spends most of Friday preparing food for the Sabbath. I took a slide of him grating coconut for making coconut milk. He has one of the old iron graters but he doesn't use it. He uses one that runs by electricity, using a washing machine motor which turns an elliptical grater. A half coconut fits nicely on the grater. He covers the grated coconut

with water, then squeezes the milk into whatever dish he is making at the time. Coconut milk lends a delicious flavor to many things.

Snacks at Tom's are never any problem, as hanging in both the front and back of the house are great stalks of bananas. One has only to cut off one or two and enjoy. The overripe ones may be used to bake banana bread or feed the chickens. Green ones are boiled and served whole or mashed, mixed with coconut milk and baked in a shallow pan with a banana leaf on the bottom. This is called *pilhi*.

Carl and I are having a perfectly marvelous time on this historic and beautiful island among the hospitable Pitcairners. We attended church services on November 3. I recorded the service for our Seventh Day Adventist relatives and friends.

Update: We arrived back in Tahiti two days before Thanksgiving. There we saw our sistership, *Alta Mar*, and eleven other American yachts. Queda and Joseph Fritz, with their daughter, Karen, on *Pheffer-Karet*, organized a potluck Thanksgiving celebration at Point Venus, the spot made famous on Captain Cook's historic first visit. Tahitian Daniel of Titiro Snacks, a good friend of the yachties, had procured the turkeys and given Queda the use of his ovens to roast them. Later he drove her, the birds, potatoes, gravy, stuffing, cranberry sauce, etc., out to the site of the festivities. The table was set on a rock ledge, and centered with candles on tall candlesticks, flowers, and a little turkey made of wax.

Thereafter a pleasant afternoon of visiting and eating transpired. The weather cooperated, as it did not rain until everyone was back on their respective boats.

Those present at Thanksgiving at Point Venus were Nick and Kris Valentino from KC of San Diego; Al and Asa Chipman, *Fearless*, San Diego; Mary Fran Reid and Dick Connor, *Elan*, San Jose; Dick and Carol Prince, *Serendipity*, Richmond; Irene, Earl and Maimiti Schenk, *Eluthera*, Seattle; Gerhard and Susanna Weiss, *Susanna IV*,



KF4DK; Clay and Chantal Anderson, *Lorlei*; Fred Fletcher and Helen Oalter, *Amigo*, San Francisco; Joseph, Queda and Karen Fritz, *Pheffer-Karet*, Oroville; Bob and Jean Rowe, *Salacia*, Menlo Park; Dave Symonds and Dianne Tirado, *Quark*, Sausalito; Morrie and Helen Finley, *Alta Mar*, Seattle; and Carl and Leona Wallace, *Malaga*, San Francisco.

— carl & leona (12/6/84)

## Pollo Pequino Yacht Club San Carlos, Guaymas, Sonora Mexico

Many people cruising in the Sea of Cortez participated in the first annual Sea of Cortez Race Week last spring. We thought that you might be interested in another activity that was enthusiastically supported by many of those same cruisers.

Dale and Jean DeWitt traveled to California in October for a two weeks business and pleasure trip. They left their boat *Hallelujah!* and their parrot, Ayatolla, in the care of Bob and Carrie Harrington from *Captain J*. When the DeWitts returned to San Carlos there was a large brown chicken in the cage instead of their small African Grey Parrot. The whole marina enjoyed the prank.

One week later Bob and Carrie went to Arizona. Dale immediately organized the cruisers of San Carlos and founded the Pollo Pequino (Chicken Little) YC. Bob Harrington was elected Chief Cluke Plucker (Commodore) and Carrie was named Mother Hen (First Lady). The burgee was designed by Thomas Sidler and produced by Jean DeWitt. Jodee Medura selected and ordered T-shirts; Judy McNeal started the Official Log; Beverly Montano planned and supervised the party.

The following cruisers have become Charter Nest Members: Chief Cluke Plucker and Mother Hen; Bob and Carrie Harrington *Captain J* (Flagship). Commodore in charge of Lice and Chicken-catch-a-dory; Ernesto and Beverly Montano, *Monty II*. Chicken

Lips and Chicken Counter (Treasurer); Ernie and Marina Metzner, *Driftwinds*. Chicken ala King and Queen (Cock of the Walk); Dale and Jean DeWitt, *Hallelujah!* Chicken Measurer and Hysterical Historian, Chicken Dumpling and Chicken Thief; Fred and Judy McNeal Meghan and Sean McNeal *Beyond*. Chicken Coup Cleaner and Chicken Pecker; Thomas Sidler and Leo Diehm, *Janis*. Chicken Legs and Chicken Breast; Terry and Mary Taylor, *Mary T*. Chicken Plunderer; Harry Milèy, *Arizona Wildcat*.

Other Nesters are: Frank and Judy Lara, *Amistad*; Dale and Sally Scott, *Casino*; Al and Bety Boyden, *Parallax*; George and Marilyn Cragin, *Mari-lyn II*; Charley and Bee Willis, *Pilot*; Tom and Renee Law, *Shanti*; Jim and Barbar Apple, *Shoestring*; Jim and Joann Wofgram, *Wind Dance*; Peter and Lori Mielke, *Lauree IV*; Bob Oakley and Louise Marchi, *Sisu*; Boone Camp, *Maracay*.

At the present time this Transient YC has no Constitution, no by-laws, or house rules. The dues are outrageous (a great sense of humor) for which the members receive nothing but laughs. The clubhouse is wherever two members happen to meet and the first complainer will be declared the next Chief Cluke Plucker.

The Charter Nest Builders extend to all cruisers outside of continental USA the privilege of voluntarily joining this Chicken Shit outfit. Pennants, burgees and T-shirts are available in San Carlos, Guaymas, Sonora, Mexico.

More information can be obtained by writing Captain J, c/o Port Captain, Any Port in Mexico or Ernie Metzner ADPO NO.381, San Carlos, Guaymas, Sonora, Mexico 885400.

Pollo Pequino Yacht Club

Founded October 27, 1984

San Carlos, Guaymas, Sonora, Mexico.

— jean dewitt 10/29/84

## Cruise notes



Former Sausalito resident Peter Leth stopped in our offices to say hello. Two years ago he and Robin Tauck sailed their Freya 39, **Jazz**, to Mexico, through the Panama Canal, and up the east coast of the United States to Maine. Although *Jazz* is currently in storage for the winter, Peter says the summer sailing around Maine is terrific. Next on the itinerary is the cruiser's race to Bermuda in June.

Although we don't normally make reports on powerboats, we'll make an exception in this case. Second hand reports from Mexico indicate that the 70-ft Chriscraft, **Wandering Star**, was lost enroute from Puerto Vallarta to Cabo San Lucas. The exact cause of sinking is unknown, but there were high winds and heavy seas at the time. The two people aboard, whose names we didn't get, spent 15 hours in a liferaft before being found 100 miles east of Cabo San Lucas by a fishing boat.

Spotted this December in Cabo San Lucas were Oakland YC members Ted and Margaret Yeo on their Tayana 37, **Hapi Ours**. Crewing on the boat is Mike Till from New Zealand. The plan is for the boat to cruise the Baja area, the Mexican mainland possibly as far south as Zihuatanejo, and then up to La Paz for Sea of Cortez Race Week.

Also seen in Cabo during early September were Dan Kelly and Stan Snider on the Hunter 34, **Dianna**. Dan is from Sacramento, keeps his boat at Bruno's Island, and is a member of the Andreas Cove YC. Snider, who was just recently released from the





HUNTER WHITE

Ted & Margaret Yeo from the Oakland YC on 'Hapi Ours' in Cabo San Lucas.

Navy, is from San Diego. *Diana* will be sailing up in the Gulf for awhile with definite plans for Sea of Cortez Race Week — in fact they'll be bringing extra crew down for the event. Incidentally, Sea of Cortez Race Week will be held from March 30 to April 6 this year. If you're planning to meet a boat in Mexico, get your airline tickets right now!

Other Bay Area boats in Cabo were Bob and Marlene Allen's Morgan Ol-41, **Maria Elena**, from San Francisco; Don and Peggy King's Mariah 31, **Pagan Princess**, from San Francisco; Jack and Lara Francis' Westsail 32, **Tamarac II**, from Stockton, and **Levon**, a Cape Dory 28, also from the Bay Area.

Ray Nichols, formerly of the Bay Area but more recently of Marina del Rey, was in Puerto Vallarta in early December aboard his boat, **Dulcinea**. Ray left Marina del Rey in December of 1983, spent the winter in the Gulf, and this year has travelled from Cabo to Puerto Vallarta. Next stop is Acapulco, then Panama. He's been singlehanded all the way.

The meaning of Mexican time. A couple of weeks back we called the Mexican Consulate in San Diego for some information about paperwork. The woman who answered the phone responded, "You'll have to call back at 3:15, everyone's out to lunch." Either they take a very long lunch or a very late lunch. Maybe both. Anyone needing to do paperwork with Mexican of-

ficials should be well aware that short and weird hours are commonplace, as are peculiar — at least to *gringos* — holidays.

Despite reports to the contrary, the rates for fishing permits and licenses in Mexico has not been changed. The prices are down slightly as of December 1, but only because of the further devaluation of the peso. There may be a change on January 1, with the beginning of a new year. These licenses are expensive, but you're required to have them even if you've just one fish hook in your liferaft. Call Mexico's Department of Fisheries (619) 233-6956, for the latest information.

Correction. Last month we had a report in *Cruise Notes* on **Hallejulah!**, a Bristol 39 owned by Dale and Jean DeWitt, that had physical contact with a Mexican government vessel somewhere near restricted zone of Islas Tres Marias. We said the information was sketchy, but it appeared that the DeWitt's boat had been inadvertently bumped by the Mexican vessel in heavy seas.

"No way," says Dale DeWitt, who we met in person in San Diego last month, "We were rammed intentionally." DeWitt went on to explain that they were right at the 12-mile restricted limit for the prison island, when the Mexican naval vessel approached. The DeWitt's were instructed to drop sail and follow the boat to the island for an investigation. Dale tried to radio the captain of the Mexican vessel to tell him that they would have to head up into the wind — which was away from where they were instructed to go

— in order to get the sails down. It's unclear whether this message got across or not, what is clear was that when *Hallejulah!* headed up the Mexican captain became angry and deliberately — no question about it — rammed the DeWitt's boat near the bow. Bristol's are pretty darn sturdy boats, and it showed. Only six or seven bolts were broken on the toerail, and there wasn't much structural damage beyond that. The DeWitts were taken to the island, questioned and released. They subsequently went to Mazatlan to leave the boat so they could come back up to San Diego and get the necessary materials to make repairs.

In December another cruising boat pulled into Puerto Vallarta and reported they had been detained all day on the prison island after they had been stopped near the 12-mile restricted zone. What to do? We suggest staying 15 to 20 miles unless you enjoy those kinds of visits and adventures.

Of course an incident of a much more serious nature, mainly two murders, took place at **Turtle Bay** last June. According to several vessels that have put in to Turtle Bay since then, the locals are bending over backward to make yachties feel secure and welcome.

Last year's Mexico cruisers may remember Jeffrey and Janelle Kless on the *Baba 35*, **Dark Star**. We've a little update on them. They sailed to French Polynesia and along the normal Milk Run, arriving in New Zealand in November. Once in New Zealand, the Kless family was just one of three cruising families to have a baby there. Their's was a son that will be continuing on with them to complete a circumnavigation.

In other brief notes we received a card from Sharon and Bill Wridge on **Rain Eagle**. The Wridges, who are from Beaverton, Oregon, sent the card from their current anchorage, Christmas Island, Kiribati. They report that after 2½ years in the South Pacific they are headed back for Honolulu. They also write, "Mauri n te Kiritimabi", whatever the heck that means.



**BEST CATALINA 30 ON THE BAY**

Shows like brand new! 1982, loaded with goodies, including propane stove, AC refrigeration, etc., etc. Call for long list of equipment. Over 44K invested, you get it for 39K. (707) 255-8897.

**CATALINA 22 FIXED KEEL RELIEF**

The BEST Catalina fixed keel in the Bay is now available! Imron painted mast with all upgraded rigging swaged. All running rigging is H/D. Boat is immaculate and is ready to sail with k/m w/s d/s vhf Honda 10 Custom pullout galley with water tank. Custom built rudder and switch panel with two H/D batteries. Autohelm autopilot and outside cushions. Must SEE to appreciate. Call Dick at (408) 998-7474 Work. \$9,500. B.O.

**SAN FRANCISCO PELICAN & TRAILER**

\$1,200 — Best Offer.  
388-1913  
(call after 9:30 p.m.)

**TIME SHARE HUNTER 31**

Membership available. Sleeps seven, hot and cold pressure water, galley, head w/shower, electronics, diesel, stereo, wheel. Alameda slip. Deb or George (415) 969-9992.

**SANTANA 35**

Contention — 1979 Racer/Cruiser. Fully Equipped. Anodized spar. North sails. Located Newport Beach. (714) 644-8693.

**WANTED BUBBLE SEXTANT**

Aircraft WW II types, Navy Mk or Air Force A-10 or equal sextants or octants. Send details to R.C. Bold, 3731 Winding Creek Rd., Sacramento, CA 95825. (916) 971-1263.

**SANTANA 22**

SAILS SOUNDLY, SMARTLY; SPARKLES! Stainless Thru Bolts, Chain Plates; Upgraded rigging, anodized spars, halyards lead aft, adjustable backstay; Barientis, compass, knotmeter, Windex; pulpit, lifelines; four sails; Evinrude serviced 10/84; surveyed 1982. MORE! \$6,500. Evenings, 538-0526; Days, 531-3161.

**36 FT. WOODEN SLOOP  
MUST SELL, LEAVING AREA.**

36', Asker, Norway sloop. A real steal at \$10,000 or make offer — hauled in August '84, bottom and hull painted, have insurance survey. Private owner. (415) 522-2525.

**S2 CENTER COCKPIT**

30' walkthro', hot pressure water, shower, bathtub, VHF, knot, depth, AC, phone, batt. charger, alcohol stove, lines aft., Lewmar S.T. 30's; 12 horse Yanmar, new shaft, 3 blade bronze prop. \$42,950 (415) 536-1408 owner, keep trying.

**26' INTERNATIONAL FOLKBOAT**

This one is beautiful! 1974 Swedish fiberglass sloop. LPU top-sides, spars. Teak hatches. Overrigged 150%. Immaculate maintenance. Six sails, spinnaker, dodger, VHF, compass, masthead lights/strobe, outboard. All serviced and ready. Will ship to S.F. \$21,000. (619) 423-1919.

**REALIZE YOUR DREAMS**

Versatile Bay/Delta/Ocean boat. Standing head room, easily singlehanded, good family boat, sleeps six, well equipped. Ericson 30.  
Best offer. (415) 490-2701

**WESTSAIL OWNERS ASSOCIATION**

"Newsletter", Westsails For Sale;  
Free Info, George Bachman,  
P.O. Box 112, St. Mary's City MD 20686.  
Kendall owners welcomed - would-be owners also.

**NEED YOUR BOTTOM CLEANED?**

Call Joss Wilson — (415) 566-7826  
Complete Diving Services.

**WANT LARGER BOAT**

Islander Bahama 24 — only \$7,000.  
Sell or trade up.  
Auto pilot, roller furling jib, jiffy reefing VHF & more.  
Call Sam (415) 865-1035 DLR.

**ERICSON 30**

Super Bay boat. Safe, comfortable and fast. 1968 F/G sloop features a unique arrangement with 2 aft qtr berths which increases overall usable space. Sleeps 6 comfortably. Wind curtains (a must for the Bay), 3/4 cover, cockpit cushions, propane stove w/oven, topside wood refinished, cabin in excellent shape, VHF, compass, I.B. Albin 12 HP, 3 headsails, knotmeter, whisker pole, safety equip, with convenient & beautiful San Leandro berth. Divorce forces sale at \$23,000/B.O.  
Gary (408) 246-9469.

**'83 BOSTON WHALER**

17' Montauk 115 hp Mercury w/stainless prop. Trailer & lots of extras. As Nu \$13,000. 567-6433. Also CNG System for sale — 2 tanks, regulator, hose, legal box. \$300. 567-6433.

**25' WOODEN SLOOP**

5 bags of sails, new rig. \$3,500, no reasonable offer refused. MUST SELL; too small? Try 46' steel pilothouse cutter, new \$89,000. Call (415) 534-5367.

**32' TRAVELLER**

Double ended Cutter — 1977 USA built, full keel, beautiful teak decks & trim, Volvo diesel, 6' headroom, great liveaboard, ocean tested, moving out of area, \$55,000. Below market value, must see. Call after 6 p.m. or weekends: (916) 381-8568.

**SANTANA 22 OWNERS,**

Enjoy your boat more by belonging to the Santana One Design Association (SODA). Monthly newsletter, racing, group cruises, seminars and other social activities. To receive information, call (415) 521-1020 and leave your name and address.

**BEAUTIFUL 1980 ISLANDER 34**

Vane, Dodger. Refer, diesel, pressure water, wheel steering, propane stove, windless, and much more. Hawaii vet. Excellent condition. \$45,000. Will consider trades. (408) 372-7806.

**CAL 20 — SELL/LEASE**

Needs someone to SAIL her! Good bottom, sails, rigging. Lease: \$200 deposit plus \$200/mo includes Alameda berth. Or purchase: \$1,000 down plus \$200/mo (18 mos). Or \$4,000 cash. (209) 526-2203 eves, wkends.

**VEGA - 27**

Albin design pocket cruiser. Fast & comfortable. Volvo Penta diesel, 6 sails, autopilot, VHF, RDF, depth finder, knotmeter and sum log, wind point, dodger, cabin heater, FM cassette stereo & much more. \$24,000 or B.O. (415) 372-0610.

**1980 MOORE 24**

Beautiful, excellent, like new, well equipped, bristol condition, blue water cruiser also makes a great rocketship come with trailer \$15,995. 865-0614 nites. 865-2511 days.

**C & C LANDFALL 35**

2 years old. Like new condition. Spacious cabin, well equipped and excellent for curising. Phone (415) 462-8838 for more information.

**RANGER 23 FOR SALE**

'79 Johnson 6 hp O.B.  
'81 Trailrite trailer.  
Good sail & winch inv.  
\$9,800. (415) 432-2448.

**FAST PASSAGE 39**

'81 Cutter. Meticulously maintained. Custom teak interior, 6 north sails, hood seaful, signet instruments. Finest equipment throughout. Performance comfort and safety. Must be seen. Cruise the beautiful Pacific Northwest & sail home! \$128,000. Victoria. (604) 727-6198.

**26' INTERNATIONAL FOLKBOAT**

'69 Swedish built full-keel cruising sloop. Rigged for single-handing. 4 sails, spinnaker, spray dodger, RDF, knotmeter, 2 compasses, 2 stoves, sextant. Needs minor rudder repair and outboard. Must see. \$10,000 or 1st reasonable cash offer. 835-8522.

**A MUST SELL DEAL**

Beautiful Ed Monk 25 sloop. Cedar on oak, in great condition. Set to go, electronics, etc. Surveyed at \$10K, must sell now! \$6.5K. (415) 453-1029, or (415) 232-3567.

**ARIES 32**

Beautiful Bay and offshore cruising sloop. Fiberglass hull with warm and bright teak interior. Over 30 Aries in Bay Area. Diesel. Well equipped. Excellent condition. Sausalito berth. Partner(s) also considered. \$38,000. Owner (415) 383-8215.

**BEST OFFER OR TRADE**

36-ft Ketch. Fiberglass hull. Documented. Mercedes diesel. Emergency raft and steering, sailing dinghy. Aries vane, 4 anchors, rode chain 200' 3/8", nylon 300' 5/8, windlass 2 speed, 2 bilge pumps, 5 berths, VHF, RDF, log, depthsounder, San Francisco berth possible. Quest (415) 471-2377.

**LANCER 29**

1980 Sloop, loaded and in bristol condition, \$32,000. Must sell as new boat has arrived. Great beginner boat for Bay or Delta. Attractive terms to qualified buyer. Delta berth available. (916) 933-2792 eves.

**LIEN SALE**

17' Classic Folkboat-type double-ended Lapstrake wood sloop. Cuddy cabin. Beamy, stable, beautiful lines. Full bilge-type keel. Needs some repairs and cosmetics. Great winter project. Includes trailer, mast and some hardware. \$700/B.O. 332-9231.

**US-30**

1981, excellent condition. VHF radio, AM/FM cassette stereo, knotmeter, depth sounder, hot/cold pressure water, 110V shore power, 13 hp Volvo diesel, new bottom paint. \$34,000. (415) 785-8040 ext 190 days; (415) 797-8370 eves.

**FOR SALE: EL TORO**

Sailnetics F/G El Toro. Self rescuing. Race rigged. Custom sail has every option available. Sailed only 3 times! \$1,200. John (415) 229-4026.

**HANS CHRISTIAN 38T**

Perfect Condition — Loaded! Signet 2 ea knot log, Windpoint Windspeed, 2 ea depth, Trimble Loran, Weather Fax, Pathfinder diesel, Volvo heater, life raft, auto pilot. 1st in class Pacific Cup, 1st in Colin Archer. \$107,000. Call Gary 865-2511.

**RANGER 23'**

Excellent condition, race & cruise equipped. Al controls led to cockpit, w/7 Lewmar winches. 3 sets of North sails. Sausalito berth. (707) 838-7744. (415) 368-3709.

**LIFERAFT**

Sea Jay 6-man inflatable with full ocean/TransPac equipment. Valaise container. Certified 1982. Asking \$1,500. (415) 687-0111 (weekdays).

**FOR UNDER \$500 DOWN**

You could own this Lancer 30.  
Will consider car, coins or ? in trade.  
Call Sam (415) 865-1035 DLR.

**CORTEZ RACE WEEK CHARTER**

2 private staterooms available. Also taking reservations for Sea of Cortez island cruising in April, May & June. Rates Negotiable and extremely reasonable. Write w/phone number for info to Sailing, 145 Marview, S.F. 94131.

**3-BURNER ALCOHOL RANGE WITH OVEN**

Hillrange/Seaward Products  
• Coppertone Finish • • Gimballad • 3-Pair Potholders  
• Sea Rail • Tank, Gauge & Pump. Best Offer over \$250.00  
Bud Bailey (Days) 342-5625



<b>NEWPORT 30 II</b> '81. With VHF, depth, pedestal steering, hinged mast, diesel, two head sails (150 Genoa and 110). \$38,000. (408) 429-5016.	<b>NEW MARITIME BOOKSTORE HELP WANTED</b> Lead Salesperson: part-time. Great location, historic Hyde Street Pier, SF. Send resume to GGNPA, Bldg. 201, Ft. Mason, SF, CA 94123. (415) 556-0517.	<b>FANTASIA 35' -- TRADE FOR WHAT??</b> Beautiful bluewater cruiser. Well equipped, bristol condition. \$79,000. Will trade for R.E., airplane, car, coins, etc. Call Karen (415) 865-1035.
<b>"TRADE-UP"</b> Want to trade my J-24 with all equipment in excellent condition for Olson 30 in same condition. Cash difference or assume loan, etc. Call (415) 932-2900 Ask for Don Young.	<b>1976 O DAY 25</b> Beautiful condition, new OMC inboard rebuilt trailer, custom interior, 5 sails, many other extras \$14,000. (408) 426-3211.	<b>CT-41 CRUISING KETCH '75 F/G DIESEL</b> Well equipped, teak interior, sleeps 8, original owner. A-1 maintained. \$78,500 (408) 779-7885.
<b>CATALINA 30</b> Well-equipped - 3 head sails, apparent wind, knotmeter w/log, depth sounder, Atomic 4, tiller, custom interior. (408) 739-1959/eves.	<b>VALIANT 32 CRUISING CUTTER</b> Designed as the ideal cruising yacht by R. Perry. Built-in safety and performance using the finest quality materials. This Valiant cruising cutter is ready for any sailing adventure. — Fully Equipped — Electronics & galley complete — AC/DC freezer/refrig./stove Westerbeke 30 - 4 cyl. diesel — Hot water heater/shower 6 S/S Barient winches — 4 bags sails Signet depthsounder & knotmeter — Emergency radio beacon All channel VHF radio & RDF — Tillermaster autopilot Custom teak cabinets — AM/FM cassette/speakers Professionally maintained — Excellent condition Hauled/surveyed 8/84. Appraised at \$75,000, offered at \$66,000 Serious inquiries call Stan (415) 563-5718.	<b>20' CARANITA SLOOP</b> Mahogany & oak, 1959. Al Mason Midget ocean racer, pocket cruiser. Good condition, good sailor. Johnson outboard, 4 sails, head, depthsounder, compass, pumps, battery, more. Rerigged. Hard chine hull w/iron fin keel (new bolts). (707) 938-2393.
<b>ISLANDER 36</b> Fully equipped, Barient winches, Palmer engine with less than 300 hours. Coyote Point berth. Best maintained I-36 on the Bay. Great cruising/racing boat. Original owner. \$52,000. (415) 574-1208 eves.		<b>1981 MAC GREGOR 25</b> Sailboat with trialer. Excellent condition. Many extras: marine radio, 10 hp Honda, knot meter, surge brakes on trailer. '72 LTD Ford Wagon tow vehicle also available. Call (408) 973-9143 after 7:00 PM or anytime weekends.
<b>FANTASTIC FINANCING.</b> Purchase my 30' fully equipped Dufour w/nothing down & pay only \$350/mo. Sale includes full cruise equipment incl 3 new Pineapple sails, 2 spinnakers, full electronics (VHF, RDF, DEPTH, KNOT, TILLERMASTER), new LPU & much more. Call for details at (415) 549-9479.		<b>KILLER WHALE — GUAPA</b> Sister to '84 HDA-M winner. 8 bags, Sausalito Berth, unique, fast, well-built, double-ender. Best offer over \$7,500. (415) 387-5907.
<b>UNIQUE, TRADITIONAL</b> New 22' wooden Culler designed center board cat schooner 2'6" draft. Cuddy cabin. \$24,500. Write: Bruce Northrup, General Delivery, Sausalito 94966.	<b>SOUTH PACIFIC ADVENTURE</b> Schooner <i>Scorpion</i> returning from Tahiti — Bora Bora to Hawaii — Seattle is now accepting applications for crew. Must be able to pay your own expenses. Prefer non-smokers with ocean sailing experience. Leave U.S.A. May 1st; depart Bora Bora June 1st; arrive Hawaii July 1st; depart Hawaii for Seattle Aug. 1st; arrive Seattle Sept. 1st. All dates approximate. Your plane fare home from Seattle paid. Call (206) 246-9317 or write Rick, Box 954, Seahurst, Wash. 98062.	<b>A STEAL AT \$11,950</b> One of the finest 24 ft Bay sloops — designed by Tom Wylie, built in Alameda, Nightengale 24, Barient winches, 5 North sails including Spinnaker, Chrysler outboard. Will sell 1/2 interest or all. Alameda berth. (415) 521-4998.
<b>WANTED: ELITE LOVER!</b> For a swift, sleek 43-ft Classic Sloop of exotic beauty. Famous racer. Easy handling. Of finest materials. In excellent condition. For less than 1/3 replacement cost! Sail circles around the fleet. Only \$29,500 incl. Sausalito berth. (415) 435-1791.		<b>CAL 20.</b> Ideal Bay boat, large fleet. Exceptionally clean. Low-hours Johnson outboard on transom bracket, navigation lights, storage battery, compass, jib furler, new jib, jiffy reefed main, spinnaker, anchor, porta potty. Vallejo berth. \$4,500. (916) 421-5245.
<b>BALBOA 20</b> UHF, Depthsounder, trailer, battery, 4 1/2 outboard and lights. Very clean \$4,100/offer. Call Lou (415) 493-3414 Evenings (415) 593-0382.	<b>ADVENTURESS WANTED</b> Attractive salty sailor mid-30's w/Hoft Schooner seeks attractive non-smoking female companion playmate (25-40), levi-T-shirt type for cruising lifestyle. Send photo and resume to "Skipper", 221 SW 153rd, Suite 207, Seattle Wash 98166.	<b>— FOR SALE — BALKO TILT TRAILER</b> Sealed bearings, w/13 ft homebuilt sloop — \$300 for both. 9 ft wood rowing pram, solid and clean — \$250. Mike (415) 857-9576.
<b>CREW NEEDED - EXPENSES PAID</b> 36' Angelman ketch is going to Florida March 1985. Need 2 crew members. Sex and experience unimportant. Must have time for 2 1/2 - 3 months cruise. Call (415) 232-7144.	<b>BEAR BOAT</b> Bear No. 39. Nunes Brothers built, Sausalito. Fully equipped, excellent 23', 2 1/2 ton Bay sailor. \$4500/B.O. Call Marc or Geoff at (415) 664-7035 or (415) 563-6610.	<b>SANTANA 27</b> Diesel, 7 winches, halyards to cabin top for single or small crew, VHF, Fath., RDF, stereo, 100%, 120%, 140%, spin., main 2 reefs, anchors, custom wood interior. \$16,900. 339-2891, 339-3858.
<b>CREW WANTED</b> To assist owner to sail Swan 51' from Caribbean to San Francisco early March. Call (415) 829-5353.	<b>MORGAN 38 PARTNERSHIP</b> 1/5 share available in beautiful, bristol condition. Morgan 38 w/Sausalito berth, furling jib, refrig., propane stove, great stereo & more. Low down payment. Busy professionals looking for 1 more. All maintenance & upkeep contracted. (415) 332-6424.	<b>BOAT TRAILER — HIGHWAY LEGAL</b> For hauling cabin cruisers up to 36' long. Six wheels and brakes, lights & turn signals can be seen hauling my 1957 36' C.C.C. Asking \$3,400. Dan (707) 575-9589.
<b>40' DOCK, PIER MARINA 39 SLIP FOR RENT</b> A steal at \$250 per month plus maintenance costs. Excellent location (D-13). (213) 622-5033 R. Cheifer, Monday thru Friday 9AM-5:30PM.	<b>STAR 6438</b> Excellent condition, very fair and stiff, Harken throughout, all go fasts, full cover, galvanized trailer, North and Melges sails, lots of extras. 481-1317.	<b>ON-THE-WATER-LIVING!</b> Elegantly appointed custom home located on San Francisco Bay. City, Bay and marina views, extensive decking, and piers for 50 ft. deep water dock. Offered at \$385,000. Inquire at (415) 376-5151.
<b>GLADIATOR 24</b> One-design class, excellent Bay boat, flush deck for racing, pop top 6 foot head room cruising. Berkeley berth. \$6,800. 948-5623.	<b>CHEOY LEE OFFSHORE 31.</b> Full keel F/G Ketch teak decks, 6'3" headroom, pedestal steering, Barient tailers, self-tending jib, 7 sails, Atomic 4, VHF, stereo, depth, Mariner charger, Bruce anchor, much more gear & equipment. Excellent condition. \$28,500. (415) 321-8301 (eves).	<b>VACANT LOT \$14,000 — PLUS CASH FOR BOAT</b> Lots are free and clear or will trade commercial or income property for boat call Sam at (415) 865-1035.
<b>CRUISE ALASKA'S WILDERNESS</b> Comfortably-equipped Morgan OI 28 available for bareboat charter. Located 35 air miles from Juneau & only 4 hrs by boat from Glacier Bay National Park. NORTHWIND SAIL CHARTERS, Box 185, Hoonah, AK 99829 (907) 945-3219.	<b>THERE'S A SCHOOL IN YOUR MAILBOX!</b> Learn practical navigation directly from Solo TransPac vet Mike Pyzel. Home-study course has 8 concise, complete and enjoyable charting lessons. SATISFACTION GUARANTEED. Brochure. PYZEL NAVIGATION & CRUISING 36 Olive Mill Rd., Santa Barbara, CA 93106 (805) 969-4195.	
<b>BUSINESS PARTNER NEEDED</b> New cruising yacht manufacturing venture needs partner w/industry experience and strength in marketing, overseas manufacturing, and cost control. Financial participation or technical background not required. Timely new concept. P.O. Box 6767 Laguna Niguel, CA 92677.	<b>STORM JIBS</b> Triple stitched, 7-8 oz. Bainbridge Dacron, stainless rings, tack pennant, bag. 100 percent guarantee. Call NOW we'll ship IMMEDIATELY! Gleason Spinnakers Box 606, Charlevoix, MI 49720. TOLL FREE 1-800-253-5504.	
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'69 — extensively refitted and equipped for world cruising since '81. Over \$50,000 invested in improvements, replacements and new gear. \$73,500/offers. Will send detailed info on request. (805)486-8333 days — (805) 985-2740 eve.

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Complete cruise equipment, all wood interior, wheel, Dodger, jib furling, life raft, mast steps, two compasses, four batteries, VHF, 25 HP Palmer, much more. Have to see it. Best offer. Call Sergio (415) 964-9946 eve (408) 734-3900 days.

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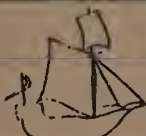
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Excellent condition, 1980, 7 bags North sails, OB, Barient 23's ST, 22's & 18's, Loran, VHF, Oatamarine depthsounder and speed/log, VDO wind instrument set, custom Imron paint (gold & black). \$26,000/offer. (707) 964-5438.

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New/'84 black anodized spars, internal & oversize rigging, Vang, 2.90A batteries, carpet. Holding tank, 4 bags sail, VHF, K/L, D/I, W/S, A/P, Compass; whiskerpole M.O.B. gear, 2 Danforth/Rode, cockpit cushions. Great Bay boat. 289-8303 226-8289 eves.

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Bristol condition, F/G hull, teak cabin, decks & interior, new rigging & interior cushions. Diesel engine, fullboat cover, VHF. Will consider financing. \$19,950. Craig (415) 521-5427.

**CATALINA 30, 1984**

Liveaboard/cruise — main 110% jib, CNG stove/oven, refrig., convection heater, 24 hp diesel, custom canvas tent, wheel & drop table, self-tailing winches, new bottom & much more! Oave (415) 424-2583 or Maureen (415) 856-4062 wkdays. \$44,000.

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Fully found cruising ketch with Dodger, auto-pilot, Zodiac inflatable, Montgomery sailing dinghy, Micrologic Loran "C", Westerbeke Diesel, 7 sets of sails. Berthed in Santa Cruz. \$250 for 1 week's use per month. Call Bern at (415) 961-3940 days.

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Very fast racer/cruiser, priced for quick sale, immaculate condition; 90%, 110%, 150%, wheel with autopilot, windpoint, wind-speed, knot with log, depth, VHF, 2 burner kero with oven, \$42,000. Rick (415) 961-2017 eves.

**ISLANDER 30 II**

Racing equipt. DeWitt mainsail, jibs (85%/110%/130% 150%), 2 spinn., 7 winches, safety gear. All usual electronics, cruising gear. Atomic 4 engine, holding tank, tape deck, Delta sunshade, good storage. 1/2 partnership considered. \$26,500. 524-7723.

**ISUZU 27 HP**

Without transmission but all other accessories, \$1,200; following spare parts for sale: 55 W alternator w/extra voltage regulator, \$60. Salt water pump, \$15. Fresh water pump impeller, \$20. Starter, \$125. Starting switch, \$15. ZF transmission jammer in forward, \$5. Avon 4-man double bottom life raft reinspected at time of sale, \$1,300. 15 gal collapsible holding tank, \$75. Adler Barber cold machine electronic module, \$65. Frank (408) 423-4604.

**ISLANDER 36**

Radar, auto pilot, Loran, spinnakers, Perkins diesel, teak/oak interior and much more. Sail away for \$62,950. Call David at (707) 442-3794 days or (707) 445-0075 eves & weekends.

**SANTANA 22**

1/4 or 1/2 share available. Great boat. 2 jibs and main. 7.5 outboard. Saus. berth. \$1,250 for 1/4 share. Mellow partners. 285-6293 Tony.

**CAPRI 25**

One-design racer by Catalina. 4 sails, Inc. spinnaker, headfoil, Lewmar winches, halyards/controls internal & lead aft. All factory options. VHF, DS, compass, Mariner 4 hp, galv. EZ loader, dry sailed only. In new condition. \$16,900 (707) 746-5348.

**OLSON 40 "SPELLBOUND"**

Available for Charter — TransPac 1985 - Fully Equipped (916) 758-0700 or (916) 756-8297.

**STRIDER NELSON/MAVEK 55' ULDB**

You saw her at the Big Boat Series. You've read about her in *Latitude 38*. Now take the opportunity to experience *Strider* yourself. Available in 1985 for: "Puerto Vallarta", Feb. 2; "Cabo", March 9, "Big Boat Series". Steve (619)-291-5353.

**JANUARY BARGAIN - NUTRITIOUS YURIKA FOODS**

\$35 for 12 retort pouches & pasta & potatoe flakes to compliment (shipping extra). Distributorships and food club cards available. Fen Cady ODS - Independent Distributor. (415) 461-6060 or 435-1071 eves.

**35' OHLSON SWEDISH YAWL**

Outstanding beauty 1958, 16 bags many new, '78 diesel just serviced, ten coats varnish on hull, many items refurb/replaced with West Epoxy System. True North Yachts, 5104 N. Harbor Drive, San Deigo, CA 92106. 619-222-1183

**1978 FINNSAILER 38' \$69,500**

Center cockpit, aft cabin motorsailer that really sails! Excellent combination of luxurious cruiser and efficient boat under sail. First quality construction and African mahogany interior are testaments to Scandinavian tradition. This boat will be sold. Nord Yachts, Newport Beach (714) 673-8878.

**STEEL/ALUMINUM BOATS**

New low cost aluminum Tunton 35 now under construction. Kelly Marine, Inc., P.O. Box 3879, Redding, CA 96049. (916) 365-0900. Builders of Verity 40. The ultimate steel yacht by Ted Brewer.

**ELECTRONIC NAVIGATION INSTRUCTION**

Covering SatNav, Loran C, and Radar. Emphasis on practical application. Classes starting January 1985. For more information contact Tim Rogers 332-4142 (days)

**BOAT SHOW NEW BOAT PRICES**

Capri 22 incl. sails, \$5,995.  
Capri 25 fast masthead rig, \$11,995.  
Capri 30 full race, \$19,995.  
CHICO SAILING CENTER 916-891-8736

**PIERCE MARINE**

Fast is fun. We are now offering Bill Lee's famous Santa Cruz 33 and 40's as kits. Hull, deck, keel and rudder are \$21,550 for SC-33 and \$33,800 for SC-40. You can buy just a hull or we can send you all the parts for a complete boat. Please call or write for details. PIERCE MARINE, BOX 1118 Soquel, CA 95073. (408) 476-0100.

**CAL 39 FOR CHARTER**

Skippered Bay and Delta Cruises  
\$300 per day.  
Special rates for extended time.  
(415) 342-4921 (eves)

**CAL 39**

1979 Model Ex Cond.  
Perkins Diesel  
Priced to sell now — \$72,500.  
Sausalito Y. Sales 332-5000

**MARINE ELECTRICAL**

Rewiring, custom design installations, electrical hardware. McCormick Electric Co. (415) 382-8215.



<p><b>THE BEST OF BOTH WORLDS</b> Is there a woman out there who is 25-35 years of age; attractive; humorous; easygoing; a reader; and has lots of blue water sailing experience? If so, let's talk. I'm 42, tall, attractive and sailcrazy. I cruise my 40 foot stanofast sloop (presently in New Zealand) 6 months a year and work in the motion picture/television business 6 months a year. Can you handle showbiz and serious sailing? (213) 396-1139; Edward, P.O. Box 211, 444 Lincoln Blvd., Venice, CA 90291.</p>	<p><b>37' ISLAND TRADER</b> Fiberglass cruising ketch, Angelman, design with beautifully traditional lines, well equipped, and excellently maintained. Great liveaboard &amp; exceptional buy \$57,000. Tom (916) 638-1824 home; (916) 635-4252 work.</p>	<p><b>CRUISING COMPANION WANTED</b> Mature, intelligent, competent M, 56, in process of preparing 38' boat and self for sea seeks similar F, 50ish, for long-distance cruising. For further information, write Earl, 3790 El Camino Real, No.158, Palo Alto, CA 94306.</p>
	<p><b>J-24</b> Race-ready and competitive. New North main and jib, Johnson 6 hp O.B., K.M., dark blue poly. Oakland berth, 521-6153 (e). Paul. \$10,000/offer.</p>	<p><b>ISLANDER 36 —</b> (Priced to Sell Now!)</p> <p>Only \$58,000/offer: this is the least expensive fully equipped I-36 in the Bay and is in wonderful condition. This superb and powerful ocean cruiser and champion racer is complete with full, liveaboard accommodations, including heater, AC &amp; tel system, pressurized H/C running water w/shower, s/s galley and much more! This boat includes a full sail inventory w/spinnaker, complete electronics including SSB and full instrument w/RDF. Call (415) 563-2111 or 332-5000.</p>
<p><b>SANTANA 22</b> Excellent condition. Can be seen at Richmond Marina. Asking \$5500. Fred Hellman (415) 524-3348 evenings.</p>	<p><b>RANGER 23</b> Loaded racer/cruiser with barients, all lines led aft, lifting gear, new cushions, 6 hp O.B. and much more. Interest in trailer included. Make offer. (415) 479-9606.</p>	
<p><b>NOR'SEA 27</b> Superb pocket cruiser, aft cabin, excellent condition, Yanmar diesel, luxurious interior, VHF, ds, stereo AM/FM cassette, many extras. Owner can assist in financing. Richmond berth. Asking \$37,900. Call (415) 843-0429.</p>	<p><b>NEW DOWNER WANTED</b> To race &amp; cruise this beautiful custom designed 27-ft sloop. Built in Europe to Lloyds standards, you must see craftsmanship to appreciate it. No expense has been spared in equipping for family sailing on Bay ocean or Delta. Winner of its division 2 years running, she's ready to race w/7 winches, internal halyards &amp; 12 sails. For cruising she sleeps 6 in full size berths. Navigation is a snap w/full nav station &amp; full B&amp;G instrumentation. Call for complete equipment list. Owner anxious. Assistance w/finance or you name it. \$20,500/or B.O. 415/326-6484.</p>	<p><b>HELP WANTED</b> Person (male or female) to work in canvas business. Self-motivated, attention to detail. Experience with power boat, sailboat, covers, and related marine canvas products helpful. Will train motivated individual. Call Bill Garcia, 415-521-1829, Alameda, CA.</p>
<p><b>1980 HANS CHRISTIAN 43</b> Cutter. Low engine hours. Like new. Sausalito berth. \$105,000. 332-4722 / 388-5321</p>		<p><b>CORONADD 23</b> Strong, stable pocket cruiser rigged for single-handed sailing. Cozy cabin with galley perfect for overnight cruising on the Bay. DeWitt sails, Johnson O/B, fixed keel, VHF, fathometer, stereo. Vallejo berth. \$6500. (916) 448-2224.</p>
<p><b>PROPERTY</b> For boat, camper, truck, car and misc. storage and work space. Any size lot is available. A small office building is on the land. Call 536-5546.</p>	<p><b>HERRESHOFF H-28</b> Unmodified, 28-ft ketch in bristol condition. Beautiful, fast, gentle and balanced. Very complete gear and electronics. New cover. Grey 25 hp '76. Perfect for Bay, Delta, Mexico, etc. A joy to sail and cruise. \$17,000. (415) 525-0279 (e).</p>	<p><b>PRICED TO SELL FAST!</b> 30' wood ketch built in San Francisco in '46, white cedar on oak frames, 20 HP new diesel, 40 gal fuel, 100 water, alcohol stove/oven, electric range, refer, VHF, auto pilot, sailed regularly singlehanded. Liveaboard. \$10,000/trade (?) (707) 762-9284.</p>
<p><b>AUTOHELM 3000</b> Brand new — in the box. \$565.00. 233-1638, 233-5216.</p>	<p><b>TIME SHARE HUNTER 31</b> Membership available. Sleeps seven, hot and cold pressure water, galley, head w/shower, electronics, diesel, stereo, wheel. Alameda slip. Deb or George (415) 969-9992.</p>	<p><b>PETERSON 25</b> Cherry Red Hull; Black Spars. Presently being refurbished "stem to stern". Price negotiable "As Is" or upon completion. Can finance. 459-3405 days; 382-0117 eves.</p>
<p><b>1978 PEARSDN 365 KETCH</b> Diesel, well maintained. Possible tax savings by continuing present Sausalito charter arrangement. \$68,000. (415) 331-6266. Ask for Wayne.</p>	<p><b>LIFERAFT</b> Sea Jay 6-man inflatable with full ocean/TransPac equipment. Valaise container. Certified 1982. Asking \$1,500. (415) 687-0111 (weekdays).</p>	<p><b>LIEN SALE</b> 17' Classic Folkboat-type double-ended Lapstrake wood sloop. Cuddy cabin. Beamy, stable, beautiful lines. Full bilge-type keel. Needs some repairs and cosmetics. Great winter project. Includes trailer, mast and some hardware. \$700/B.O. 332-9231.</p>
<p><b>DLSDN 30</b> Immaculate 1980 Monterey Bay boat with custom Imron cabin-sides, 9 bags of sails, new Johnson outboard, VHF, knotmeter, RDF, battery charger, man overboard pole, float cushions, &amp; ground tackle. \$27,500/offer. (415) 523-4485, (408) 462-4285.</p>	<p><b>BEAUTIFUL 1980 ISLANDER 34</b> Vane, Dodger. Refer, diesel, pressure water, wheel steering, propane stove, windless, and much more. Hawaii vet. Excellent condition. \$45,000. Will consider trades. (408) 372-7806.</p>	<p><b>LANCER 29</b> 1980 Sloop, loaded and in bristol condition, \$32,000. Must sell as new boat has arrived. Great beginner boat for Bay or Delta. Attractive terms to qualified buyer. Delta berth available. (916) 933-2792 eves.</p>
<p><b>32' TRAVELLER</b> Double ended Cutter — 1977 USA built, full keel, beautiful teak decks &amp; trim, Volvo diesel, 6' headroom, great liveaboard, ocean tested, moving out of area, \$55,000. Below market value, must see. Call after 6 p.m. or weekends: (916) 381-8568.</p>	<p><b>D'DAY 23</b> '72 23' sloop. Great Bay boat. Sleeps 5, stove, icebox, good sails, 6 hp Johnson, anchor, safety equipment. Just hauled for new bottom paint. Emeryville berth. A steal at \$4,950. Stew (415) 635-5168.</p>	<p><b>SANTANA 35</b> Contention — 1979 Racer/Cruiser. Fully Equipped. Anodized spqr. North sails. Located Newport Beach. (714) 644-8693.</p>
<p><b>ENJOY NEW SLEEPING COMFORT</b> With automatic bed and bunk warmers: 12-volt, 115-volt, &amp; combination 12/115-volt models, \$34.95 — \$76.95. U.S. made, 2-year limited warranty. For information contact N. Boddy Marketing, P.O. Box 27081, Escondido, CA 92027 (619) 745-5310.</p>		<p><b>KAUAI CONDO — TRADE FOR BOAT.</b> Poipu Beach. Furnished 2 br 2 ba. Terrific Vacation Spot. TAX SHELTER! Pool, Tennis, Sauna, Golf! \$80,000 equity. Trade for cruising sailboat. 35 ft plus. Anywhere West Coast, Mexico, Hawaii. Call Rich (408) 688-6336; eves (408) 462-0104.</p>
<p><b>OCEAN SAILING CRUISES</b> Skippered 2, 3 or 4 day INSTRUCTIONAL CRUISES, N. Cal. Coast. 47 foot luxury ketch "MARISOL". Winter Rates: \$100/day/person. Call 415-457-9525 or write Joe McGovern, Harbor Leasing Co., P.O. Box 639, Ross, CA 94957.</p>		<p><b>CHART PORTFOLIO SERVICES.</b> Chart repro's and Cruising Guides for Pacific Coast thru Panama, Caribbean, French Polynesia, Hawaii, New Zealand, etc. Guaranteed satisfaction for 1/5 original cost! Sample Chart \$2, free portfolio index, Bankcards. MAHINA CRUISING SERVICES, John Neal, Box 800-L, Friday Harbor, WA 98250 (206) 378-2393.</p>
<p><b>Teak Wood</b> from B. AXELROD AND COMPANY Teak Lumber/Plywood Phone for appointment: (415) 626-4949 / 201 Florida St., San Francisco</p>		<p><b>PELICAN CANVAS CO.</b> custom marine canvas and upholstery san francisco ca. 681-8118</p>
<p><b>MARINE SURVEY / VESSEL DELIVERY</b> Consultant Specializing in Rigging and Older Vessels. Captain Kristian D. Benneche Licensed Master Mariner (415) 538-2635</p>		<p><b>MARINE PLYWOOD AND TEAK LUMBER</b> We stock Fir, Mahogany and Teak Marine Grade Plywood: 4x8, 4x4 and 2x4 sheets BOATERS SUPPLY STORES Redwood City 365-7874 Emeryville 654-7572</p>
<p><b>NAU • T • KOL T.M.</b> <b>MARINE REFRIGERATION</b> Custom built marine refrigeration. Systems designed to your specifications. AC/DC &amp; engine driven systems. Sales Service Custom Designs 20 years experience Schoonmaker Point (415) 331-7661 Sausalito</p>		<p><b>LEE STEPHENS YACHT CHARTERS</b> Beautiful 45-ft yacht for charter fully equipped Sea-Star cutter with wheel-house. Special introductory winter rates — \$150/day. Call (408) 996-7050 (evenings)</p>



**OLSON 30 CARINA**

Launched Nov '82, '83, '84 YRA season champion. Barient 18/22/23 ST winches, Signet 1000/1500, 2 Plath compasses, Horizon VHF, AM-FM cassette stereo. Dewitt Dacron main, No.3 & No. 4, Mylar No. 1, 100% & 85% spinnakers. New Ulmer-Kolius inventory used 5 times, main, Kevlar No.1 & No.3, 1/2 oz. 100% spinnaker. 4 hp Evinrude, all safety gear & many more extras. Very clean & in excel cond. Owners transferred to Alaska. Available w/o Kevlar Jibs. \$36,000. Contact Jeff Gething, 620-2635 wk, 332-7028 home..

**FLICKA — \$19,000**

Looking for a home for my friend *Nasi Liber*. She is loaded with equipment: Navik steering vane, poleless spinnaker, furling headsail, RDF, 2 anchor systems, Bruce/Danforth, much more. (916) 486-9840. Leave message.

**1979 BALBOA WITH TRAILER**

1979 Balboa in excellent condition sleeps five with sails, 150 Genoa, 9.9 Johnson outboard 1980, radio, compass, two batteries, speed and depth instruments, Vanson trailer for sale. \$14,500. Telephone: (415) 461-0200 or (415) 924-7812.

**MOORE 24**

Completely equipped and in excellent shape. Ready to go for ocean racing or performance cruising. Includes all MORA equipment. Asking \$16,500. Call Brian (408) 245-2877 eves.

**EXCHANGE**

50 foot, 1978 Herreshoff F/G ketch. Bountifully equipped for cruising, US documentation. Lying: French Riviera. For: Real estate or larger vessel. Will pay or take difference. Contact: Johnson (408) 425-1766.

**1982 CATALINA 27**

With canvas cover for all her teak, she looks like a brand new boat! Dinette interior, Atomic 4, VHS, depth, whisker pole, grnd. tackle, jiffy reefing, safety equip., and more. \$22,000. (408)257-5268.

**FOR SALE: 26' GAFF SLOOP, 1934 MCKAY**

Atomic 4, 2 sets of sails. Vallejo berth. \$6,500. (707) 552-2659.

**ISLANDER 36.** Excl cond, well-maintained cruising yacht. 1979, fireplace gimbaled alcohol stove, shower, 9 winches, diesel engine, Loran, knotmeter, depth sounder, wind speed & direction indicators, electric bilge pump, 2 anchors & more. \$82,000. Don Miller (408) 732-8770 Days (408) 266-3253 eves.

**30' BRITISH CRUISING YAWL**

Fibreglass, teak decks, aluminum spars, Saab diesel. Wheel or tiller. Offshore equipped including Avon Redcrest, 11 sails and more. A high quality boat in good condition. Asking \$29,950. (415) 254-6546.

**24' FLICKA SAILBOAT**

Pacific Seacraft — U.S. built cruiser mint cond. \$30,000 invested. Rigged for singlehanded. Equipped to sail to Hawaii. Lots of extras — sleeps 4. \$20,000 or B.O. Will send inventory sheet. Call wkends/eves. (818) 790-2323 or (808) 293-2788.

**CAL-20 SAILING!**

Club membership available for low-cost sailing from Berkeley Marina. Cooperative organization, shared maintenance, few restrictions, lots of sailing. Ideal for intermediate and advanced skippers. Call (415) 845-1833 for details.

**30' H-28 KETCH**

Aries, Diesel, 3 anchors. Propane stove w/oven, liferaft, solar panel, cruise proven. Located Hawaii. \$28,000. (213) 444-0295.

**'74 CAMPER — NICHOLSON CUSTOM**

Alum 35'3"x27'5"x11'9"x6'9" approx. 16,000 lbs. Strongly built w/great care for Peter Nicholson. Unpainted polished alum. topsides. Perkins 4-108, 12 Lewmars, 15 sails, hydraulics, B&G instruments, 8-man Beaufort, stereo, forced air heat, Icom VHF, rod rig, numerous spare sheets, halyards, etc. Designed, built and equipped as world class ocean racer. Has completed trans-Atlantic w/her custom bronze/stainless Aries vane. Very capable racer/cruiser & exceptional single or shrt-handed ocean-going sailing machine. Asking \$67,500. Eves (206) 522-9312. Seattle.

**CATALINA 25.** Swing keel, poptop, 10 HP Honda. Full custom canvas cover, varnished teak. Heavy/light air sails. Lewmar dual speed winches. Electronics/safety equip. EZ loader tandem axle trailer. Rigged with tabernacle mast. Very well maintained — never raced. (408) 728-2336. 724-7771 eves.

**CHEOY LEE LION 35' SLOOP**

1966 F/G with teak overlay. 25 hp Volvo diesel. Full instrumentation incl Loran C & autopilot. Central diesel heating with pressure hot water. Many extras. Excellent condition. \$56,950. (415) 654-1822.

**EVER DREAMED OF OWNING A 44' SWAN?**

Now you can!

For \$20,000 you can own a resalable share of your own Swan 441 and sail for one month or more per year anywhere in the world. (415) 453-2374

**DAWSON 26**

Excellent pocket cruiser. Aft cabin ketch rig with roller furling. VHF. Anchor. New engine. Trailerable. Slip on Tomales Bay. \$17,500. 435-2951 (eves)

**WYLIE 34**

Loaded for racing but seldom raced by too busy owner. 3 spinnakers, 2 mains, 6 jibs including Mylar jib. 55K, will consider trade for power boat or cruising sailboat and cash. (415) 644-2116 days (415) 644-1128 eves.

**FOR RENT/LEASE**

50 ft slip at Pier 39 San Francisco.

Call Paul Downs

(415) 956-7127 days (415) 493-9544 eves

**MORGAN O.I. 41**

Sloop rig, Dodger, VHF, Westerbeke Diesel. Consider small sailboat in trade. \$72,000 (415) 345-2984

**DECCA 060 RADAR**

Super deal on 5 yr old Decca 24 NM Radar complete with 45 ft cable. Enclosed 36" scanner unit. Overhauled by Collins Marine Electronics. \$1,200 with 30 day warranty to new owner. Call (415) 521-7916, leave message for call back.

**CAL 34 III (1978)**

Good to excellent condition and well-equipped including 5 sails inflatable, Loran, ham radio, Windsurfer, kerosene cabin heater, and custom teak interior. \$55,000/Offers. 342-8276 or 572-7655

**RACING CREW WANTED**

Serious effort to campaign National Champion Santa Cruz 27 in Bay, Santa Cruz, Tahoe. Commitment essential, experience preferred, will train. No flakes or prima donnas. (408) 354-6555

**BARIENT WINCHES FOR SALE**

Stainless Steel Barient Winches. One pair No.22 two-speed Barients, \$700. And one pair No.16 single-speed Barients, \$400. Or both pair for \$1,000 or offer. Both pair in very good condition. Call Dane (415) 726-6262.

**WANTED: MARINE PHOTOGRAPHER**

Need name & address of marine photographer in yellow raft who took outstanding pictures of ketch *Marisol* on Sept. 16 in SF Bay. Misplaced address & want to place order. Joe McGovern, (415) 444-5722 or (415) 457-9525.

**CRUISING SAILBOAT WANTED**

Want 35 to 40 ft cruising sailboat in \$50,000 range. Will pay cash for best boat offered or will give good allowance for someone wanting to trade up to our 49 ft TransPac cruising ketch. (714) 493-6300 or (805) 922-8015.

**31' SEARUNNER TRIMARAN**

Beautifully constructed with best of materials. 8 S.S. barients; 7 sails incl. spinnaker and pole; 10 hp Volvo longshaft O.B.; & much more. \$35,000 invested. Back operation forces sale. \$25,000 or B.O. (408) 246-3194.

**1973 CAL 29 SAILBOAT**

Good condition. Gear includes VHF, RDF, Depth sounder, 5 head sails including spinnaker, plus all safety and cruising gear and auto pilot. May accept smaller boat in trade. Call Max at (415) 758-3938 eves.

**32' COLUMBIA SABRE**

My beautiful, fast comfortable boat needs a new home!! F/G sloop, bristol cond.! New head, all pumps, Barients, rigging, O/B, S/S sink/icebox, 4 bunks, lg. cockpit — new everything!! Sausalito berth. Bargain at \$12,500. (415) 332-7543 (after 6).

**COLUMBIA 26 MK II**

Excellent condition, compass, D/S, KM, 5 berths, galley enclosed head, carpteted, shore power 6 H.P. O/B. Berth in Delta. \$9,950. (415) 634-6004. Gerry Levine, 2226 Sand Point Rd., Byron 94514.

**J/24**

'82 with professionally faired keel & rudder. 2 suits of sails. 5hp Mariner outboard. Additional items too numerous to list. Asking \$16,500 o.b.o. 2 axle trailer available. Buy this boat if you want to go fast! John Williams 415/331-8154(b), 415/331-2946(h).

**PICTURE OF POWER — BEAUTY**

*Dutch Maid* is a pure-alloy flush-riveted canoe-stern steel cutter. 38' x 9'6" x 5'11". Built Rotterdam 1937. Completely new oak-paneled custom interior. Go anywhere in safety, speed, and style. \$62,500. Information: Dan, 234-8194.

**1983 24' WINDROSE SLOOP**

7½ HP Chrysler outboard. Trail Rt tri Tandum 6'4" draft w/keel dn. New 8-15-84 vinyl bottom paint. New Harken traveler and main sheet. Knotmeter, Horizon radio, Anchor pak. Asking \$10,000. Paul (408) 374-8042.

**WANTED: COLDWATER CRUISING YACHT**

We are planning a trip to Alaska and have cash for the perfect sailboat. Ideally it would include pilothouse, refrigeration, & all cruising equipment. If you know of the perfect yacht, call (415) 635-5168.

**BOHEMIA**

47' S&S classic in the best traditions of yachting: gentle rise to the sheer counter stern, rousing performance, bright finished house, teak decks, well lit interior from which you can actually see out. \$120,000. McKee & Mooney, Inc. (206) 285-1746.

**MARINE SURVEYOR — CONSULTANT**

Design **MICHAEL McCLURE** Construction

P.O. Box 232, Moss Beach, CA 94038 (415) 728-3914

**DISCOUNT PRICES ON CRUISING EQUIPMENT**

Zeiss quality German Sextants, \$325; Seafarer Fathometer, digital & flashing, reads to 600' in ft, mtrs, fathoms, \$289; SolarStill for liferafts, \$88; Redwing Wind/Trolling Generators, \$165-\$795; Pfaff S'Imaker Sewing Mach., \$600; 451b CQR-\$250. Booth 581 Moscone Boat Show, or mail order from: MAHINA CRUISING SERVICES, Box 800-L, Friday Harbor, WA 98250. (206) 378-2393.

**• OLSON 40 •**

TransPac Veteran. Fourteen North sails, B & G Electronics, VHF/SSB radios, Sat. Nav. and Loran C IOR 40.1 — \$110,000 or B.O. Also available: Olson 30 -Express 27 - Express 37. These boats are fully equipped and ready to go! Must sell! Make offer! Geraghty Marine (619) 562-8282.



**TIME-SHARE 1979 PACIFIC SEACRAFT 25**

Sailing club, operating since 1972, has an opening for membership sharing use of a beautiful double-ended PSC-25, complete with 4 sails, new diesel, and San Francisco Marina berth. \$810/year covers all expenses. Bob (415) 334-7532.

**STEEL—KITS**

Helps you build ANY well-designed steel boat. Send \$2 for information. Jefferson Marine, Inc., 10685 Sunnyside Road SE, Jefferson, OR 97352. (503) 363-0121.



<b>WYLIE 34 — 1980</b> Are you ready to trade up to a 34 foot winner that is a pure delight to sail? It's loaded; excellent condition. Asking way below replacement cost. Just \$60K. Will take in trade a smaller one-design boat. (415) 852-7530 work; (415) 326-9763 home.	<b>CREW POSITION WANTED</b> Neophyte sailor, female, 29, Yale graduate, limited sailing experience. One week to one month, anywhere between Baja, Vancouver and Hawaii. Fast learner, will pay and/or work in exchange for berth. Alexandra 415-398-2151 or 563-3036.	<b>KNARR 1962</b> \$8,500. Very good shape, good sails, full cover, outboard. Race ready. Sausalito berth. Days 768-1947. Eves 388-9003.
<b>SKIPPER WANTED</b> Full time liveaboard position. Must be experienced mechanic and good with woodwork and electrical. Presently work involves primarily maintenance and refit of 60 foot sloop. Some future charters possible. Phone between 8-9 AM Monday thru Friday. (415) 435-9088.	<b>YANKEE DOLPHIN 24</b> A respected Sparkman and Stephens design with full keel/center board and traditional lines. Inboard gas, 5 sails, new rigging and extensive cruising equipment. An exceptionally good sailing boat. \$13,000. (805) 966-0007 for info and equipment list.	<b>DNAN 7.5 KW GENERATOR</b> Model MDJE. Diesel. 110 volt, 60 hertz. 27 inches high, 19 inches wide, 34 inches long, 500 lbs. Runs good. Yacht refit necessitates sale. An excellent buy at less than 30% replacement \$1750. (415) 435-9088.
<b>STEEL KETCH ROUNDBILGE 49' L.O.A.</b> Built to the highest standard by New Zealand craftsmen. No expense spared. Inventory includes: Ford diesel 80 hp. Mitsubishi diesel 9 hp generator, 8 sails, 8'6" F/G sailing dinghy. Yamaha outboard, 4 anchors, Autohelm 5000 autopilot, self-steering, SSB VHF SatNav 3 burner stove, coal range, 6 man life raft, plus numerous spare parts, loads of cruising gear, safety equipment, etc. Beautiful liveaboard. 931-4384 or 331-1229	<b>30' COLUMBIA</b> 35' SF Gas House Cove Slip. New DF, tri-color w/strobe and anchor light, km, log, "B" EPIRB, RDF, Loran, autopilot, fold'n prop, thru hulls, vinyl hull paint. Standing rigging also, 3 head sails and spinnaker, inflatable, davits, AC/DC reefer, hot-cold shower, stove w/oven, Class IV head, 25 lb CQR, 35 lb Danforth, and more. 459-8630 (Sailing lessons as necessary.)	<b>RANGER 37</b> Fast, stiff and sturdy racer/cruiser. Proven ocean yacht with complete sail inventory, overbuilt hardware, rod rigging, SSB, Loran and other electronics. Cruising amenities include teak interior with enclosed head, 3 burner CNG stove with oven. Lots of usable sea berths. Extras include Dodger, full boat cover, custom seat covers, etc. Power is supplied by a Volvo MD2B diesel. Boat has Edson wheel steering. Price \$56,000 firm. Will consider trades. 254-1306.
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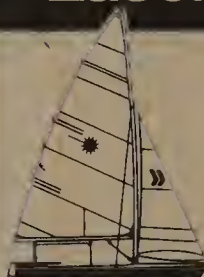
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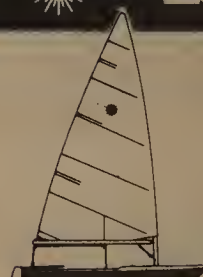
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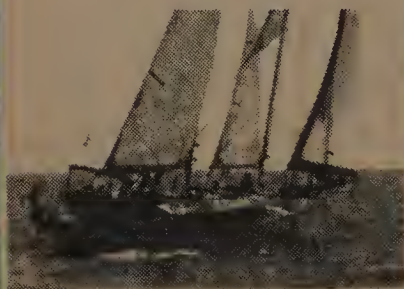


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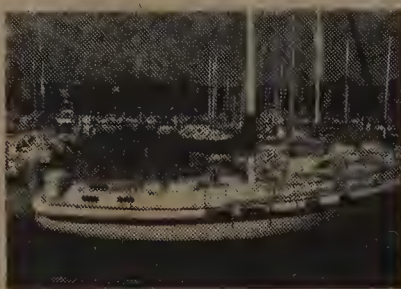
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Alberg design, FG, full keel. Good Bay/Delta cruiser. Sutter sails. Try \$5,500



## 20' FLICKA

Ocean going pocket cruiser w/Yanmar diesel. Owner really wants out. Try \$18,500

WE HAVE BUYERS FOR FIBERGLASS CRUISING BOATS.  
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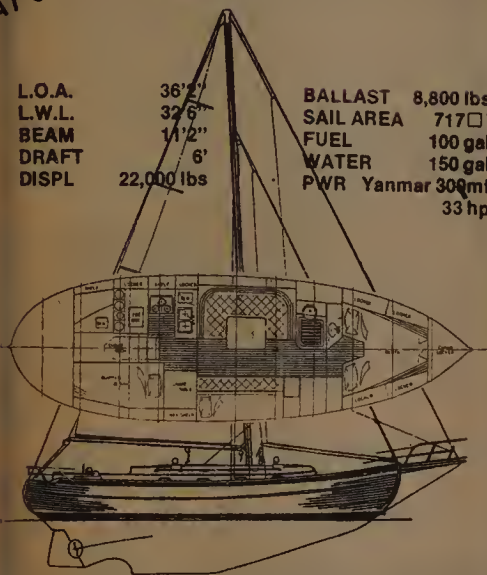
## Introducing The Full Line Of MT Sailboats Built By Mao-ta Ship Corporation

AT OUR DOCKS

### MT 36

L.O.A. 36'2"  
L.W.L. 32'6"  
BEAM 11'2"  
DRAFT 6'  
DISPL 22,000 lbs

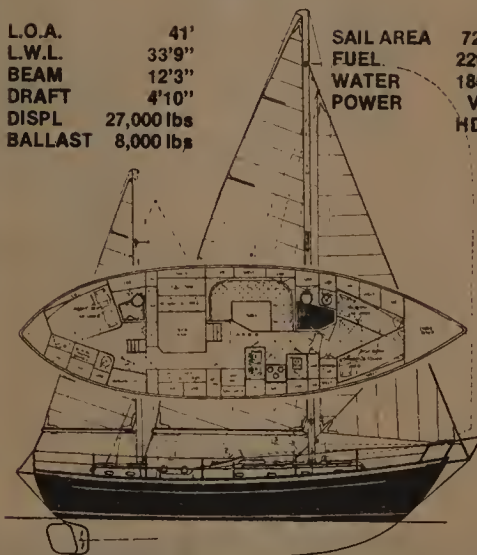
BALLAST 8,800 lbs  
SAIL AREA 717□'  
FUEL 100 gal  
WATER 150 gal  
PWR Yanmar 300mf  
33 hp



### MT 41

L.O.A. 41'  
L.W.L. 33'9"  
BEAM 12'3"  
DRAFT 4'10"  
DISPL 27,000 lbs  
BALLAST 8,000 lbs

SAIL AREA 727□'  
FUEL 220 gal  
WATER 180 gal  
POWER Volvo  
HD17C

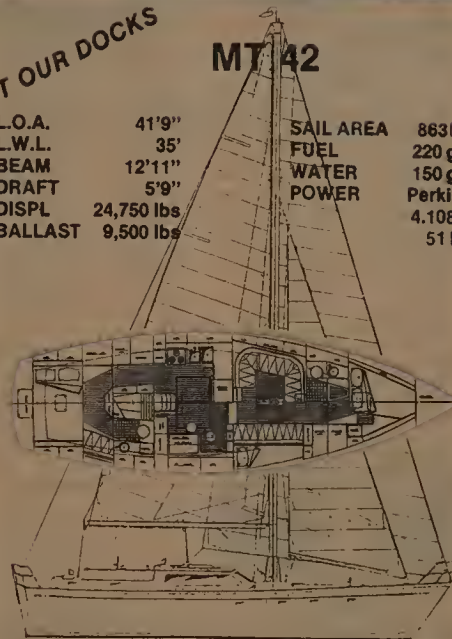


AT OUR DOCKS

### MT 42

L.O.A. 41'9"  
L.W.L. 35'  
BEAM 12'11"  
DRAFT 5'9"  
DISPL 24,750 lbs  
BALLAST 9,500 lbs

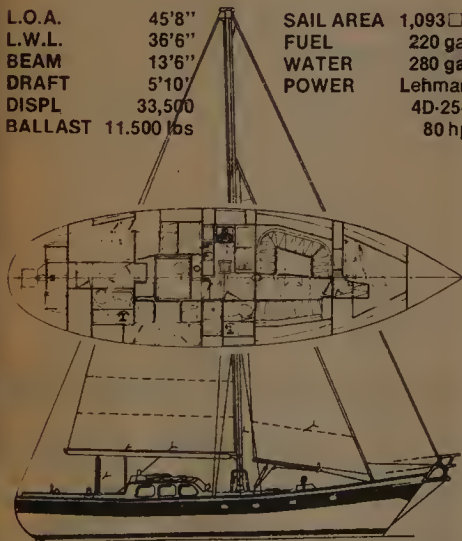
SAIL AREA 863□'  
FUEL 220 gal  
WATER 150 gal  
POWER Perkins  
4.108M  
51 hp



### MT 46

L.O.A. 45'8"  
L.W.L. 36'6"  
BEAM 13'6"  
DRAFT 5'10"  
DISPL 33,500  
BALLAST 11,500 lbs

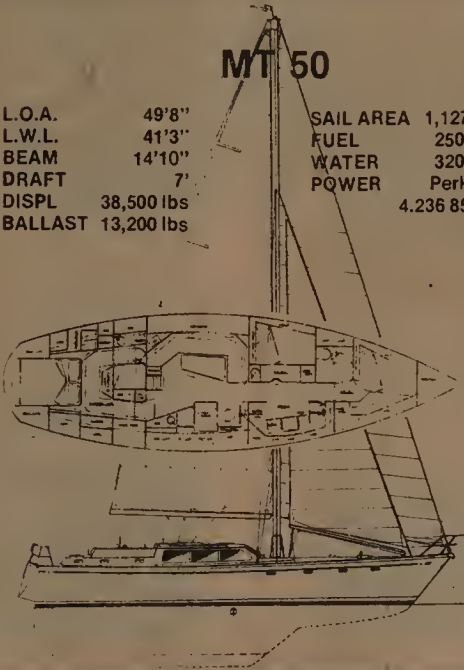
SAIL AREA 1,093□'  
FUEL 220 gal  
WATER 280 gal  
POWER Lehman  
4D-254  
80 hp



### MT 50

L.O.A. 49'8"  
L.W.L. 41'3"  
BEAM 14'10"  
DRAFT 7'  
DISPL 38,500 lbs  
BALLAST 13,200 lbs

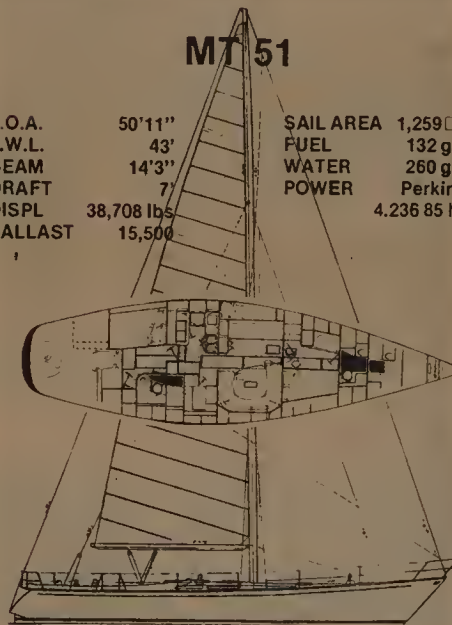
SAIL AREA 1,127□'  
FUEL 250 gal  
WATER 320 gal  
POWER Perkins  
4.236 85 hp



### MT 51

L.O.A. 50'11"  
L.W.L. 43'  
BEAM 14'3"  
DRAFT 7'  
DISPL 38,708 lbs  
BALLAST 15,500

SAIL AREA 1,259□'  
FUEL 132 gal  
WATER 260 gal  
POWER Perkins  
4.236 85 hp



**SEE US AT THE MOSCONE BOAT SHOW, BOOTH #661**

#### Brokerage — Sail

28' '81 O'Day slp, dsl.....\$33,500  
30' '80 Islander Bahama, slp, dsl... 39,900  
30' '77 Santana slp, dsl.....36,000  
31' '67 Cheoy Lee kch, dsl.....39,500  
31' '79 Pearson slp, dsl.....44,000  
32' '70 Ericson slp, gas.....42,000  
33' '75 Cheoy Lee slp, dsl.....49,900  
33' '74 Pearson 10 Meter, gas....45,000  
33' '80 Ericson, slp, dsl.....59,000

36' '79 Lancer slp, dsl.....69,500  
36' '73 Columbia slp, dsl.....42,000  
37' '76 Gulfstar, slp, dsl.....80,000  
37' '77 Island Trader kch, dsl....63,000  
40' '72 Trintella kch, dsl.....129,000  
44' '77 Peterson cutter, dsl.....134,900  
44' '75 Peterson cutter, dsl.....117,500  
51' '83 Formosa kch, p.h., dsl....125,000  
53' '74 Skookum kch, p.h., dsl....235,000

#### SALES STAFF

★ Gary Garretson  
★ Mark Symmons  
★ Tom Sullivan  
★ Richard Boland  
★ Sandy & Sarah Marks



# SELECTED BROKERAGE

27' Ericson, '73, '78. .... 2 frm 22,500	34' Farr, slp, '83, f/g. .... 66,000
27' Santana, slp, '71, f/g. .... 18,000	34' O'Day, slp, '81, f/g. .... 66,000
28' Dufour, '79, f/g, dsl. .... 41,500	34' Wylie, slp, '80, f/g. .... 59,000
28' Spirit, '79, f/g, dsl. .... 32,000	35' Cal, slp, '80, f/g. .... 71,000
29' Cal, '70, '72, '74, '74. .... 4 frm 24,500	35' Cheoy Lee Lion, slp, '65, f/g 45,000
29' Cal 2-29, '74, f/g, dsl. .... 33,000	35' Ericson, slp, '79, f/g. .... 65,000
29' Cascade, '67, f/g, dsl. .... 35,000	35' Fuji, kch, '75, f/g. .... 69,900
29' Columbia, slp, '65, f/g. .... 18,000	35' Rasmus, slp, '73, f/g. .... 65,900
29' Gulf 29, slp, '81, f/g. .... 32,500	35' Reimers, ctr, '57, wd. .... 35,000
29' Ranger, '72, f/g. .... 22,950	35' Santana, '79, '80. .... 2 frm 70,000
30' Ackerman, ctr, '41, wd. .... 21,750	36' Columbia, slp, '70, f/g. .... 48,000
30' Baba ctr, '80, f/g, dsl. .... 69,000	36' Islander, slp, '71, f/g. .... 44,995
30' Cal 2-30, '68, f/g, dsl. .... 28,500	36' Yamaha, slp, '80, f/g. .... 72,000
30' Cal 3-30, '75, f/g. .... 29,500	37' Islander, kch, '77, f/g. .... 63,000
30' Ericson, '67, '68s, '69s. 4 frm 27,950	37' Pacific Seacraft, ctr, '78, f/g 61,500
30' Fisher Northeast MS, '76. 61,500	38' Downeast, slp, '76, f/g. .... 74,000
30' Olson, slp, '80, f/g. .... 29,000	38' Ericson, slp, '80, f/g. .... 87,500
30' Newport, slp, '76, f/g. .... 35,000	38' Farallone Clipper, slp, '55. 50,000
30' Rawson, slp, '74, f/g. .... 37,500	38' Farr, '80, '83. .... 2 frm 88,000
30' S-29.2A, slp, '78. .... 39,000	38' Morgan, slp, '78, f/g. .... 87,500
30' Tartan, slp, '78, f/g. .... 41,500	39' Cal, '79, '80. .... 2 frm 95,000
30' Yamaha, slp, '79, f/g. .... 41,900	39' Hess cstm, slp, '48, wd, MS52,000
30' Wylie cstm ¾, '76, f/g, dsl. 40,000	39' Yorktown, '80, f/g, dsl. .... 75,000
31' Cal, slp, '79, f/g. .... 47,000	39' O'Day, slp, '82, f/g. .... 83,500
32' Columbia 9.6, slp, '77. .... 45,000	40' Acapulco, ctr, '78, f/g. .... 119,500
32' Endeavour, slp, '79, f/g. .... 55,000	40' Lady Helmsman, slp, '79. .... 35,000
32' Ericson, '70, '74. .... 2 frm 29,500	40' Raina, dsl. .... 105,000
32' Islander, slp, '77, f/g. .... 45,500	40' Herreshoff, ctr, '38, wd. .... 74,500
32' Marjeholm, '74, f/g, dsl. .... 44,000	41' Islander, slp, '76, f/g. .... 109,000
32' Targa, slp, '78, f/g. .... 47,500	42' Cooper 416, slp, f/g. .... 127,500
32' Westsail, (2)'74s. .... 2 frm 47,500	42' Spencer, slp, '66, f/g. .... 69,000
33' Morgan PH, '80, f/g. .... 84,250	42' Westsail, '76, '77. .... 2 frm 125,000
33' Ranger, slp, '74, f/g. .... 42,500	44' Peterson, slp, '78, f/g. .... 129,000
33' Windward, slp, '47, wd. .... 21,500	45' Explorer, kch, '79, f/g. .... 114,000
34' Cal 2-34, slp, '76, f/g. .... 49,000	46' Grdn cstm, kch, '70, wd. .... 125,000
34' C&C, slp, '81, f/g. .... 69,500	47' Garden Vagabond, kch. .... 139,500
34' Dash, slp, '82, f/g. .... 47,500	48' Mapleleaf, slp, '76, dsl. .... 194,500
	50' Columbia, slp, '66, f/g. .... 99,000
	50' Gulfstar, '77, '79. .... 2 frm 176,000
	58' Stone cstm, kch, '75, dsl. .... 270,000



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20' WINDROSE & trailer. ....	\$5,400
22' COLUMBIA, very clean, be a good starter. ....	5,500
22' CHRYSLER, '77, hardly used, needs TLC. ....	5,900
24' SEAHORSE yawl, plywood, nice. ....	6,000
25' CORONADO, we have 2, very popular on Bay. ....	6,500 & up
25' HUNTER, a lot of extras on this one. ....	6,500
26' BALBOA, choose from two, both fixed keels. ....	from 12,900
26' PEARSON, very nice. ....	13,500
26' SAN JUAN, new listing. ....	Inquire
26' COLUMBIA, very clean. ....	12,950
27' CATALINA, new listing. ....	18,500
27' CAL T/2, inboard diesel, instruments. ....	16,500
27' BALBOA, 8.2 Evinrude 9.9. ....	18,500
27' ISLANDER, new listing, inboard. ....	17,500
27' MORGAN, '74, 4 sails, 3 yr old diesel. ....	22,250
27' ERICSON, '73, inboard, 4 sails. ....	26,500
28' COLUMBIA, inboard Atomic. ....	18,500
28' O'DAY, '79, lifelines, pulpits, bargain. ....	23,500
30' S-2. ....	New Listing
30' COLUMBIA. ....	25,900
30' ISLANDER MKII, '73, pedestal & gas. ....	25,950
30' ISLANDER BAHAMA, '79 pedestal/diesel. ....	37,500
30' PACIFIC, full keel, inboard gas. ....	Inquire
31' PEARSON, new listing, loaded. ....	39,500
32' ISLANDER, diesel, pedestal, very nice. ....	45,500
9.6 COLUMBIA. ....	39,500
33' HUNTER, diesel, wheel. ....	Inquire
36' HUNTER, '80, very clean. ....	58,900
36' ISLANDER: choose from several, I-design. ....	Inquire
38' C&C. .... we have 2 available. .... one at \$59,500; one at 89,500	
38' DOWNEAST, full keel, see it now! ....	77,000
39' YORKTOWN, fine for liveaboard. ....	75,000
40' PEARSON, loaded. ....	120,000
41' FREEPORT ketch, great liveaboard. ....	112,500
41' FORMOSA, (like CT), owner anxious. ....	55,000/inquire
41' MORGAN OutIsland. ....	Inquire
41' CHEOY LEE ketch, bristol condition. ....	105,000
42' WHITBY ketch, very good boat. ....	120,000
44' PETERSON, '75, 4 sails, Perkins diesel. ....	117,500

**FEATURED BOAT OF THE MONTH: \$89,900**

**TRADE UP! 40' '79 ISLANDER PETERSON.** TransPac equipt, Loran, 10 man cannister liferaft, 10 bags sails, SSB, RDF, Barient winches, loaded. Replacement value: \$140,000.

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**BUYERS:** If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

44' CHEOY LEE KETCH '79. Fine Perry design. Must see. ....	\$162,500
41' CT '75. Garden dsgn, dsl, Aries, life raft, Honda gen., many spares. ....	77,000
40' TRINTELLA '72. Quality cruising ketch. Ready to go anywhere. ....	129,000
38' ELVSTROM M/S. Unique Scandinavian design. ....	Inquire
38' MORGAN '78. Loaded with cruising & racing gear. ....	89,000
38' FARALLONE CLIPPER '60. Excellent condition. Diesel. Classic. ....	Inquire
37' GULFSTAR '76. 6 sails, Perkins diesel, vape. ....	80,000
37' TARTAN '78. Deep keel, S&S dsgn, suited to W.Coast wtrs. Below market value	70,000
37' ISLAND TRADER KCH '77. Much upgrad. done, Angelman dsgn. Cruise ready	63,000
36' STEEL CUTTER '63. Van de Stadt design, Mercedes dsl. ....	53,000
36' CHEOY LEE CLIPPER KETCH '70. Classic lines, much gear. S.F. berth. ....	64,500
35' MARINER '67. Garden design cruising ketch. ....	44,500
33' NORWEST '78. Barients, dsl, autopilot & more. ....	55,000
33' VANGUARD '64. Exceptional condition, recent diesel. ....	35,000
32' PEARSON 323 '77. Volvo dsl. One owner. Clean. ....	55,500
32' PLANET CSTM SLP '72. Alan Smith design, NZ built strip-planked cruis. boat.	45,000
32' ERICSON '74. Clean with VHF, knotlog, depth and wheel. ....	32,000
32' CHALLENGER '73. Roony fiberglass, San Francisco slp available. ....	39,900
32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast. ....	25,000
31' MARIAH '78 by Pacific Seacraft. Cruising gear. ....	52,500
31' TRADEWINDS '70. Very roomy f/g cruisi'g sloop w/ample gear. ....	27,000
30' HOLIDAY '59. Dutch built mahogany sloop. Bargain. ....	Inquire
30' ALBIN BALLAD '78. Very clean and cruise equipped. ....	39,000
30' SANTANA '77. Wheel, diesel, spinnaker and more. ....	36,000
30' COLUMBIA '71. Roomy with good gear and clean. ....	27,500
30' YANKEE '73. S&S dsgn, 8 winches, gd inventory, hyd. backstay, more. ....	29,900
30' U.S. '81. Volvo dsl, stereo, hot pressure water. Eager seller. ....	36,000
30' NORTHSTAR 1000 '73. Fast S&S sloop, Atomic 4. ....	20,000
30' PEARSON '79. Atomic 4, VHF, clean. ....	Offer
29' BRISTOL '77. Herreshoff design. Diesel. ....	Inquire
29' COLUMBIA '65. S&S design, nice shape. ....	19,900
28' ISLANDER '76. Volvo dsl, L.P., good inventory. ....	33,500
28' CUSTOM CAT KETCH '81. Unique, fast, cold molded beauty. ....	55,000
28' HERRESHOFF Ketch '50. The real thing in very nice condition. ....	17,000
27' SANTANA '71. Inboard dsl., and extras. ....	18,000
27' CATALINA '72. Atomic 4, VHF and more. ....	Inquire
27' CAL 2-27 '76. Clean class boat from Great Lakes. Extras. ....	Inquire
26' RANGER '71. Clean one-design. Nicely rigged. Honda o.b. ....	15,000

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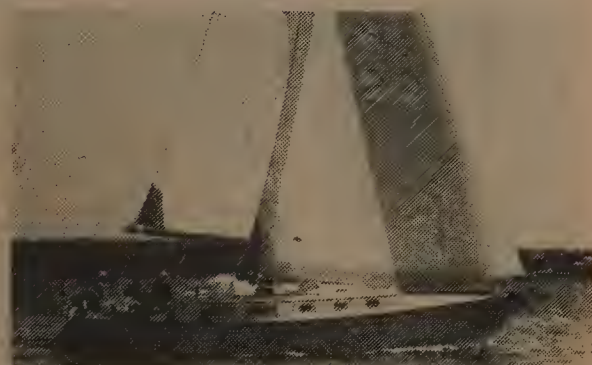
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A Ted Carpenter, stiff sailing, full keel cruiser that includes Sat-Nav, Ham, Autopilot, forced air heat, dodger, dsl, propane, reefers & freezer. Sleeps 8. **\$119,500**



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35' ERICSON 7 sails, new interior, Wheel, Spinnaker . . . . .	49,500
36' ISLANDER Inboard, Tiller . . . . . 2 from	55,000
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★ 26' FRISCO FLYER glass hull, teak decks, PERFECT . . . . .	21,500
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36' CHOY LEE Clipper Ketch, Loaded . . . . .	64,600
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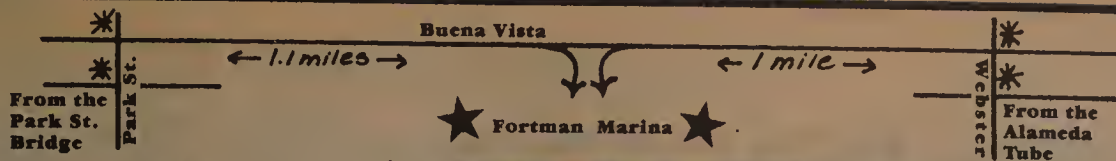
★ 29.9 BRISTOL Wheel, Custom Dodger, Electronics . . . . .	49,950
★ 35' RAFIKI 35 Diesel, Generous teak, spacious cruiser . . . . .	67,500
★ 35' FANTASIA Cutter, autopilot, by appt. only . . . . .	68,000
★ 35' PERRY CUTTER Dsl., lots of tea, spacious . . . . .	75,000
★ 37' ANGLEMAN KETCH Diesel, teak decks . . . . .	40,000
37' IRWIN Cnt-cockpit Ketch, LOADED . . . . .	78,000
37' GULFSTAR New sails, new interior, has cruised . . . . .	80,000
★ 38' OHLSON Swedish quality, many sails, . . . . .	53,000
38' DOWNEAST Cutter, Diesel, 4 cruising sails . . . . .	74,000
★ 38' ERICSON Tri-cabin, Diesel, late model, sacrifice . . . . .	87,500
★ 39' YORKTOWN CC, loaded . . . . .	65,000
★ 40' ACAPULCO Sat-Nav, ham, auto-pilot, dsl . . . . .	119,500
★ 41' BRISTOL Center Cockpit, Loaded, REDUCED . . . . .	169,000
41' CHOY LEE Radar, Auto Helm, Loran . . . . .	105,000
44' ALDEN Cutter, GORGEOUS . . . . .	325,000
★ 47' CHOY LEE OFFSHORE 47, Honolulu Vet . . . . .	115,000
★ 48' MAPLE LEAF CC, Full ele, loaded . . . . .	194,500
★ 50' GULFSTAR So. Pacific Vet., loaded, better than new . . . . .	176,000

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★ 17' LEISURE Twin Keel, English sloop, new sails . . . . .	4,500
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★ 20' O'DAY W/TRAILER Ready to go anywhere . . . . .	5,500
★ 21' NORTHWEST Diesel, Pocket Cruiser, Delta Special . . . . .	10,000
★ 21' SPRIT 6.5 w/Trailer Clean, simple, family fun . . . . .	6,500
★ 2-24 CAL 3 Sails, anxious owner . . . . .	7,000

**EXHILERATING HIGH PERFORMANCE — RACE READY**

★ 24' J 24 Class Sails, Spinn., priced right . . . . .	11,500
★ 25' SANTANA 525 Go fast, one design. 2 from . . . . .	15,500
★ 29' BUCCANEER 295 '84 "SEAFIRE" Farallones Winner . . . . .	39,000
★ 30' J 30 Very clean, lots of sails, ready to go . . . . .	43,500
★ 34' WYLIE 34 Class sails, good electronics . . . . .	60,000

**C & C's GALORE — RACE OR CRUISE**

★ 25' C & C 6 sails, custom rigged, clean . . . . .	16,750
★ 30' C & C 1/2 TON 12 Sails, rod rigging, custom . . . . .	37,500
★ C & C 35 MKI Very clean . . . . .	54,950
★ C & C 35 MKII Lots of gear . . . . .	64,500
★ C & C 36 Custom rig, loaded, Logan C . . . . .	89,500
★ C & C 38' LANDFALL R. furling very clean . . . . .	88,950
★ C & C 40' As new, spinn., good elect, Reduced . . . . .	99,000

**GREAT STARTER — CRUISING BOATS — IB & OB**

20' CAL Great Bay boat, large 1-design . . . . .	3,500
★ 23' ERICSON New instruments, new main, clean . . . . .	8,000
★ 24' WINDARD SLOOP Full Keel, good sailor, classic . . . . .	7,900
★ 24' BRISTOL Rollerfurling jib, sh. pwr, elec St. . . . .	15,500
★ 25' ERICSON 25+ Inboard diesel, Headroom, Tiller . . . . .	29,900
★ 26' WINDROSE . . . . . NEVER SAILED . . . . .	12,500
★ 26' ISLANDER Sun cover, 4 sails, bristol . . . . .	25,000
★ 26' COLUMBIA MK II Lg. 1 design fleet, 4 from . . . . .	11,000
26' INT. FOLKBOAT Classic Scan. design, 2 from . . . . .	15,500
★ 26 CONTESSA fk, auto pilot, Lloyd specs. . . . .	17,500
27' SANTANA Diesel, 5 sails inc. spinnaker, lines aft . . . . .	18,000
★ 27' ERICSON IB/OB, good buys, 4 from . . . . .	17,500
27' MORGAN BMW diesel, 5 sails, spinn. new wiring . . . . .	20,250
27' ERICSON Wheel, diesel, 4 sails w/spinnaker . . . . .	28,000
★ 27' COLUMBIA 8.3 Inbd. NOT GOING ANY LOWER . . . . .	20,500
27' SUN Inboard, Bob Perry design, very clean . . . . .	27,500
★ 27' CATALINA 3 Sails, ready to go. 3 from . . . . .	16,000
★ 27' CORONADO Needs a nice home . . . . .	OFFER
★ 29' SUNWIND Diesel, 3 sails, European quality, reduced . . . . .	34,900
29' COLUMBIA IB, 7 sails w/2 spinn. . . . .	18,000

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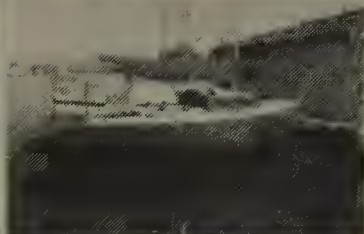
18' ALACRITY SLOOP.....	\$5,200	★
22' RANGER/MULL.....	10,000	
23' BEAR.....	9,500	
23' ERICSON.....	7,800	
24' ISLANDER BAHAMA.....	9,000	★
24' NIGHTINGALE.....	14,500	
24' SAMOURAI.....	OFFERS	
25' DAVIDSON.....	25,000	★
25' FLEUR BLEU.....	5,900	★
25' MERIDIAN 126.....	12,000	
25' PACIFIC CLIPPER.....	13,000	
25' CHEOY LEE (FRISCO FLYER).....	19,500	
25' PETERSON.....	3 from 15,000/OFFERS	
25' FREEDOM (CAT RIG).....	29,000	
25' NORDIC FOLKBOAT.....	9,000	
26' ARIEL by PEARSON.....	13,500	
26' INTERNATIONAL FOLKBOAT.....	18,900	
26' CONTESSA.....	30,000	
26' EXCALIBUR.....	2 from 13,900	★
27' ERICSON.....	27,000	
27' CAL 2-27 slp.....	2 from 22,500	
27' SANTA CRUZ.....	12,500/B.O.	
27' MULL CUSTOM.....	2 from 10,900	
27' NEWPORT 27 S-II.....	16,600	
27' CATALINA.....	3 from 17,000	
28' HALBERGH SLOOP.....	11,500	
28' ATKINS ENSENADA (F/G).....	29,900	
28' MAIR SLOOP 7/8th slp.....	24,500	
28' NEWPORT.....	OFFERS/26,500	
28' LANCER.....	OFFERS/25,000	
28' SAN JUAN.....	29,000	
29' CAL.....	3 from 26,500	★
29' CASCADE.....	22,500	
29' RANGER.....	2 from 24,500	★
29' SUNWIND RACER/CRUISER.....	34,500	
29' BRISTOL.....	49,950	
30' PACIFIC.....	11,000	
30' CORONADO.....	32,000	
30' OLSON.....	29,950	
30' NONSUCH.....	69,500	
30' ISLANDER MK II.....	3 from 25,000	
30' NEWPORT (PHASE II).....	35,000	
30' SHIELDS CLASS.....	8,000	
30' TARTAN.....	37,000	
30' COLUMBIA.....	2 from 27,500	
30' FISHER MOTORSAILER.....	61,500	
30' WYLIE 3/4 TON.....	38,000	
30' PEARSON.....	29,500	
30' BURNS 1/2 TON.....	OFFERS	
30' US.....	36,000	
31' PETERSON.....	OFFERS/TRADES	
32' WESTSAIL CTR.....	2 from 49,900	
32' ISLANDER MARK I.....	39,500	
32' ERICSON.....	32,000	
33' TARTAN 10.....	29,950	
33' APHRODITE 101.....	49,500	
33' WYLIE.....	75,000	
34' WYLIE.....	59,000	
34' CHRISTENSON.....	13,000	
34' HUNTER.....	56,000	
34' CAL.....	3 from 33,000	
34' C&C.....	59,000	
35' CORONADO.....	44,000	★
35' ERICSON.....	42,000	
36' ISLANDER FREEPORT.....	2 from 99,500	
36' ISLANDER.....	4 from 49,995	
36' CHEOY LEE LUDERS.....	76,900	
36' CHEOY LEE CLIPPER.....	64,500	★
36' COLUMBIA.....	39,500	
36' ERICSON.....	89,900	
37' TAYANA.....	90,000	
37' ISLANDER TRADER.....	63,000	
37' TARTAN SLOOP.....	98,500	
38' FARALLONE CLIPPER.....	3 from 40,000	★
38' MORGAN.....	2 from 79,000	
39' ROGERS 'SALT SHAKER'.....	99,500	
40' ONE TONNER 'FEVER'.....	155,000	
40' TRINTELLA IV.....	129,000	
40' OLSON 'FAST BREAK'.....	129,950	
40' CHEOY LEE OFFSHORE.....	79,500	
41' COOPER 416.....	127,500	
41' FREEPORT ISLANDER.....	120,000	
41' MORGAN OUT ISLAND.....	89,500	
42' DUBOIS.....	149,000	
42' PEARSON 424.....	131,500	
42' STEWART.....	89,000	
43' SWAN.....	99,500	
44' CHEOY LEE.....	162,500	
45' FREEDOM 45 KCH.....	OFFERS/145,000	
45' COLUMBIA M.S.....	98,500	
46' CAPE CLIPPER.....	135,000	
47' VAGABOND KETCH.....	139,500	
47' OLYMPIC KETCH.....	121,500	
50' COLUMBIA.....	85,000	
50' SANTA CRUZ.....	187,000	
50' FORCE KCH M.S.....	140,000	
50' GULFSTAR.....	190,000	
51' HARLEY KETCH.....	105,000	
60' MARCONI SLOOP 'SHAMROCK'.....	94,000	★
62' SCHOONER.....	200,000	
75' "SHAITAN" ONE-DESIGN KCH.....	850,000	

★ SAN FRANCISCO BERTH INCLUDED

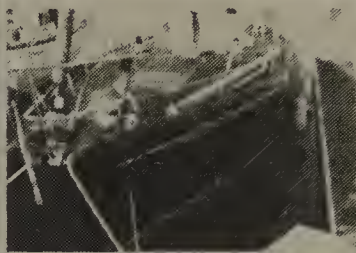
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**BURNS 30.** Built by C&B Marine WEST Construction, inboard diesel, great racer/cruiser. Try \$15,000. What a give-away!



**SWAN 43.** Classic Sparkman & Stephens design, teak decks, refrigeration, windlass, turling system, dodger, ready for cruising and priced way below market at just \$99,500 this is a steal! Swan quality for under \$100,000!!



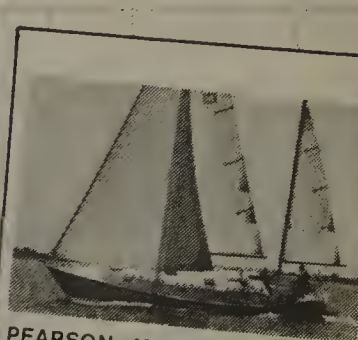
**26' INTERNATIONAL FOLKBOAT.** Sturdy and stilt Bay boat, superb condition, dodger, inboard diesel, owner financing available. Priced reduced to \$18,900.



**ROGERS 39.** Ultra competitive racer with a comfortable interior. B&G Instruments, tull sail inventory with many new sails, hydraulic system. Win IOR on the Bay and ocean with a state-of-the-art boat for only \$99,500.

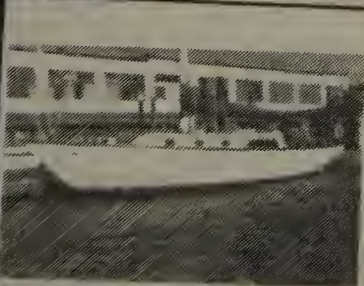


**CAL 29** — Price just lowered. You can see her at our docks. Nice and clean! Season one-design champ and GREAT cruising boat. OWNER ANXIOUS!

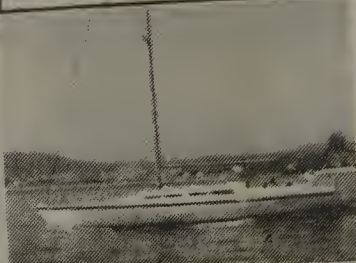


**PEARSON 424 sloop.** Very well-equipped and in superb condition. Loran, full electronics, etc. Seller very motivated and will consider offers.

sistership, ketch shown in photo.



**LUDERS 36** by Cheoy Lee. Incredible condition - honestly! This yacht is better than new, many upgrades - teak decks, classic lines in a sturdy cruising boat. Dsl, recent survey, cabin heater, etc. Call today for details on 'Dandy'.



**SANTA CRUZ 50.** Oversize diesel will let you cruise at 11 knots under power. Sail inventory for racing or cruising. All self-tailing winches. Full sailing instruments and Loran. Bristol condition and reflects little use. Asking \$187,000. Don't Delay — Race TransPac '85!



**LANCER 28.** Inboard, wheel steering, tull instruments, trailer, excellent condition. Owner says "sell her today, I'll listen to any offer!"

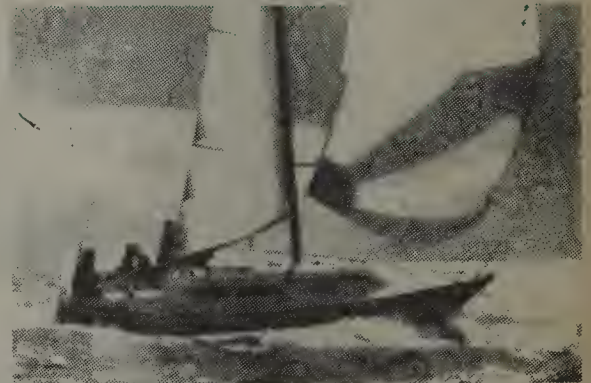
Paul Kaplan, Christine Kaplan, Mary Jo Foote, Hank Easom, Cindy Revel, Carolyn Revel, Craig Shipley, Lisa Salvetti, Rollo D. Dog.



# WHAT YOU DID NOT SEE AT THE SHOW (We've Saved The Best For Last!)

## ISLANDER YACHTS

With 25 years of experience building yachts that deliver Performance and Elegance. From the Perry designed Islander 28 to the luxurious Islander 48C for world cruising. Ask us about the NEW ISLANDER 34 by Bob Perry.

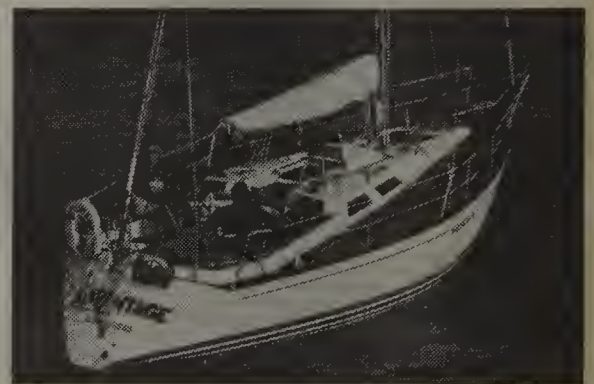


## THE NEW LASER 28

Developed by the same people who brought you the LASER Dinghy! A Bruce Farr design with creature comforts like you would not believe and performance that's out of this world. Same as LASER concept with all the required sails and gear standard with the boat.

## BALTIC YACHTS

Builders of the finest yachts in the world. Finish craftsmanship that is second to none. Yachts that are performance oriented but with exquisite amenities. Building an arrangement of yachts from 35' to 80'. If your goal is to own the finest, you must see a BALTIC.



## NORDIC YACHTS

Speed, Beauty, Comfort and Strength are the things NORDIC is known for. The NORDIC 40 and 44 have logged thousands of miles of blue water cruising and we keep hearing from owners who tell us how they love their boat. How fast it is, how pretty they think it is, how comfortable they are, and how incredibly sturdy it is. Come and see for yourself.

## SCEPTRE 41

Truly a breakthrough in design with inside and outside steering, exceptional performance and modern looks, this is the perfect yacht for someone who wants liveaboard comfort but won't compromise on speed. Built in Canada to very high standards. If you are thinking about cruising, tired of standing in the rain, want room and a fast boat, come see us.



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